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TWENTY

Grand * Autumn * Trips.

SEPTEMBER AND OCTOBER 1889.

Autumn Tour through the Yellowstone National Park and Across the Continent.

W. RAYMOND, I. A. WHITCOMB,

296 Washington Street (opposite School Street), Boston, Mass.

Twenty Autumn Trips.

SEPTEMBER AND OCTOBER, 1889.

Autumn Excursion No. 1, August 27-31.—The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 8–13.

Autumn Excursion No. 2, September 3-11.—Isles of Shoals, Mount Desert, Moosehead Lake, Mount Kineo House, Old Orchard Beach, etc. See pages 14–20.

Autumn Excursion No. 3, September 3-9.—The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume, Pool, etc. See pages 21-25.

Autumn Excursion No. 4, September 3-14.—The Lehigh Valley, Mauch Chunk, Switchback Railway, Glen Onoko, Wyoming Valley, Watkins Glen, Niagara Falls, the Thousand Islands, Alexandria Bay, the Rapids of the St. Lawrence, Montreal, and Lake Memphremagog. See pages 26-32.

Autumn Excursion No. 5, September 3-14.—The Lehigh Valley, Mauch Chunk, Switchback Railway, Glen Onoko, Wyoming Valley, Watkins Glen, Niagara Falls, Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Rutland, Vt. See pages 33–38.

Autumn Excursion No. 6, September 9-14.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt. etc. See pages 39–43.

Autumn Excursion No. 7, September 9-19.—Hudson River, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, a night on the summit of Mount Washington, Crawford House, and Mount Willard. See pages 44–51.

Autumn Excursion No. 8, September 9-20.—Hudson River, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Rutland, Vt. See pages 52–59.

Autumn Excursion No. 9, September 9-21. — Hudson River, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Crawford House, White Mountain Notch, etc. See pages 60–66.

Autumn Excursion No. 10, September 10-18. — Montreal, the St. Lawrence and Saguenay Rivers, Quebec, Falls of Montmorenci, Lake Memphremagog, etc. See pages 67–74.

Autumn Excursion No. 11, September 10-14. — The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 8–13.

Autumn Excursion, No. 12, September 10-14. — Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. See pages 75–78.

Autumn Excursion No. 13, September 10-19. — Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, Ausable Chasm, Burlington, Vt., and the White Mountains, including the Profile House, Franconia Flume and Pool, a night on the summit of Mount Washington, Crawford House, and Mount Willard. See pages 79–82.

Autumn Excursion No. 14, September 10-20. — Hoosac Tunnel Route, Saratoga, Lake George, Lake Champlain, the Adirondack Mountains (including Elizabethtown, the beautiful Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, etc.), and Rutland, Vt. See pages 83–86.

Autumn Excursion No. 15, September 10-21. — Hoosac Tunnel Route, Albany, Trenton Falls, the Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Crawford House, White Mountain Notch, etc. See pages 87-91.

Autumn Excursion No. 16, September 17-23. — The White Mountains, including North Conway, White Mountain Notch, Crawford House, Mount Willard, a night on the summit of Mount Washington, Profile House, Flume, Pool, etc. See pages 21–25.

Autumn Excursion No. 17, September 23-Oct. 8. — Providence Line to New York, thence to Philadelphia, Baltimore, the Battlefield of Gettysburg, and the Blue Mountain House; by the Bay Line steamers down Chesapeake Bay to Fortress Monroe, Old Point Comfort; thence to Richmond, and up the James River Valley to the Natural Bridge of Virginia; through the Shenandoah Valley to the Caverns of Luray, Harper's Ferry, and Washington, D. C., and home *via* Baltimore, Philadelphia, and New York. See pages 92-118.

Autumn Excursion No. 18, September 24-28. — The White Mountains, including the Franconia Flume and Pool, the Profile House, a night on the summit of Mount Washington, Fabyan House, Crawford House, Mount Willard, White Mountain Notch, and North Conway. See pages 8-13.

Autumn Excursion No. 19, October 1-8. — Providence Line to New York, thence to Philadelphia, Baltimore, the Battlefield of Gettysburg, Hagerstown, Harper's Ferry, and Washington; with a return *via* Baltimore, Philadelphia, and New York. See pages 119-125.

Autumn Excursion No. 20, October 14-19. — The Hoosac Tunnel Line, Niagara Falls, Hudson River, New York City, Long Island Sound, etc. See pages 126-132.

Tour through the Yellowstone National Park and Across the Continent, leaving Boston September 9. See pages 133-137.

Second and Last Excursion of the season to the Yellowstone National Park, leaving Boston September 9. See page 138.

Grand Transcontinental Tour to the Pacific Northwest and California, leaving Boston October 14. See pages 139-141.

An Autumn Trip to Southern California, leaving Boston October 14. See pages 142-144.

Ten Grand Winter Trips to California, leaving Boston November 14, December 12, January 6, 9 and 30, February 10 and 13, and March 6, 10 and 20. See pages 145-149.

Two Tours through the Southern States, Mexico and California, leaving Boston January 6 and February 10. See pages 150-151.

A Tour through the Southern States and Mexico, leaving Boston March 10. See page 152.

W. RAYMOND, I. A. WHITCOMB

296 Washington St. (opposite School St.), Boston, Mass.

TWENTY AUTUMN TOURS.

NO less than twenty attractive excursions are included in our autumn prospectus. Of this number one occurs in the closing days of August, but for convenience has been classed with the autumn series. We hardly need call attention to the fact that September and October are delightful months for pleasure travelling. The summer throngs have fled homeward, leaving avenues of travel, hotels, and places of interest to the full enjoyment of the later comer, who may all the more readily find pleasure in seeing Nature in her own garb instead of Fashion's array. The forests take on a new glory in the autumn. The hillsides of Western Massachusetts and the great woodland stretches of Northern New England and New York are aglow with rich tints. Amid such splendors a journey through the picturesque sections of the Northern and Middle States becomes a fresh source of enjoyment.

Some of the most popular of our standard trips are presented and the list of places to be visited includes the most famous resorts of New England, Canada, the Middle States, and Virginia.

There is a numerous array of low-priced tours. These, it should be added, are carried out with all the care and elaborateness of detail that have made our excursions in previous years so markedly popular. They have been arranged with a view to meeting the wishes of a large number of our patrons who find it inconvenient to absent themselves from home or business ties for the time required in the longer excursions,

or who desire to make a short tour, occupying only a part of their vacation season. In several instances combinations of different trips can be made, extending the itineraries considerably and forming still more comprehensive tours. From year to year our excursion routes have been extended and perfected, and improvements have been made in many minor details. We shall continue the same course, broadening the advantages of tourist travel and presenting in connection therewith the best possible service. Our system of conducting excursions is now thoroughly understood and appreciated by the best class of the traveling public. It is everywhere recognized that, while our tours are cheap beyond all possibilities in the cost of individual travel, they are in no sense cheapened in the arrangements, which are always made to insure strictly first-class accommodations.

A feature of our excursion system which must especially commend itself is this: While the traveler secures many little comforts and attentions that could not otherwise be had, he does not subject himself to any special or ostentatious display, which would naturally be obnoxious to persons of quiet tastes. Members of our parties move from place to place as private travelers, and are received at hotels as private guests, with the added advantage of having their special wants studied and provided for in advance. In the cars they form a select company, and are relieved of the annoyance of being placed in proximity to strangers, and, as it often happens in the common way of traveling, undesirable people. All details regarding engagement of rooms, cars, carriages, meals, etc., are previously arranged, and the passenger is left to the full enjoyment of his journey, with the knowledge that the business part of the excursion is in competent hands, and that every matter pertaining thereto will receive prompt attention. Attentive and experienced conductors accompany every party. Ladies traveling alone can join our tourist parties with the same degree of security

that would attend them in case they chanced to be under special escort. They are entirely relieved from the ordinary cares, responsibilities, and petty annoyances of traveling.

It is desirable that persons who intend going on any of the trips shall register their names therefor as early as practicable. This involves no personal expense or responsibility, but enables us to form an estimate of the probable size of the parties in advance. If circumstances prevent the person from going, the name is simply taken from the list, and the next applicant is permitted to fill the vacancy. The tickets can be taken and paid for at the convenience of the passenger any time to within a few days of the date of departure — not necessarily when the name is put down. The limitation of the time in which persons may join a party is generally to within two or three days before starting, as the rooming lists are sent to hotels in advance, and other matters pertaining to the transportation and general comfort of the traveler must be prearranged. Should a withdrawal be necessitated even after the ticket has been paid for, the money will be refunded in full. We make this explanation for the information of many who may not be acquainted with our method of forming parties, and who may be disposed to delay joining until the last moment.

In sending names for registration, please be particular to designate plainly the number, as well as the date, of the excursion chosen, and also to give full name (middle initials if any), stating whether "Miss" or "Mrs." in the case of ladies, and correct post-office address.

We desire to call particular attention to the announcement of fall and winter transcontinental trips, and of a series of three tours through Mexico, which will be found in the closing pages of this circular. Dates, prices, and other particulars of our eighth annual series of Winter Excursions to California will be found in the same connection.

Autumn Excursions Nos. 1, 11 and 18, 1889.

—LEAVING—

Boston Tuesdays, Aug. 27, Sept. 10 and 24; and Returning Saturdays, Aug. 31, Sept. 14 and 28.

A FIVE DAYS' TOUR THROUGH THE

WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest, with visits to the Profile House, the Fabyan House, the Crawford House, North Conway, etc., a Night on the Summit of Mount Washington, a trip through the White Mountain Notch, Carriage Ride up Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included), - - $32.50.

Price of Tickets for Children between the ages of 5 and 12 years, $20.00.

THE beautiful White Hills of New Hampshire are even more popular with the tourist public in the autumn than in summer. The forests then assume their most gorgeous tints, and the crisp, pure air of the mountains gives fresh zest and enjoyment to traveling. Several of our early autumn excursions will be devoted wholly or in part

to the White Mountains, three of the series coming under the head of "Short Tours," inasmuch as the grand round of the mountain hotels and chief points of interest is accomplished in five days. The extension of railways over routes that were formerly traversed by the slow stage-coach has made even the remote mountain sections accessible, the time occupied in going from point to point being numbered by hours instead of days.

The dates of departure from Boston are Tuesdays, August 27, September 10, and September 24. The train will leave the station of the Boston & Lowell system on Causeway street at 9.30 A. M., and go northward through Woburn, Lowell, the Merrimac Valley, Nashua, Manchester, and Concord, along the picturesque shores of Lake Winnipesaukee, and thence up the Pemigewasset Valley to Plymouth. Dinner will be provided at the Pemigewasset House; and the journey will then be continued over the Pemigewasset Valley Branch to North Woodstock, from whence there will be a stage transfer to the Flume House and Profile House. A halt will be made at the Flume House, in order to visit those great natural wonders, the Flume and Pool. The former has been carved from the solid rock by a little stream that descends from between Flume Mountain and Mount Liberty, and the latter is on another small stream tributary to the Pemigewasset.

Persons who desire to remain over night at the Flume House can do so, continuing their journey to the Profile House the next forenoon. The ride up through the Notch is delightful. The traveler passes on the way the beautiful Profile Lake, which mirrors the rugged steeps of Profile Mountain, and the "Great Stone Face," this wonder looking down from its lofty perch, 1,800 feet above its placid surface. The best view of the famous profile is obtained from the stage road. In a delightful nook just above the lake, is the celebrated Profile House, while at a short distance beyond is Echo Lake.

The hotel is situated upon a little plateau nearly 2,000 feet above the sea, while all around rise the bold fronts of mountains from 1,500 to 3,000 feet higher.

The several parties will remain at the Profile House until Wednesday afternoon, and then proceed over the Profile & Franconia Railroad, a narrow-gauge line, to Bethlehem Junction, and from thence over the White Mountains Division of the Concord Railroad and the Mount Washington Railway to the summit of Mount Washington, where Wednesday night will be passed. This is a novel trip, as the visitor is carried upward by rail, oftentimes through the clouds, to the very doors of the loftily perched hotel. The mountain is 6,291 feet above the level of the sea, and the highest peak east of the Rocky Mountains and north of the topmost summits of North Carolina. The views are indescribably fine, and the spectacles of a sunset and a sunrise are especially grand. At the summit will be found a large hotel, the Mount Washington Summit House; a station occupied by the United States Signal Service observers; an observatory erected by the United States Coast Survey; a printing office, from which is issued a bright and entertaining daily paper, appropriately denominated *Among the Clouds;* railway buildings, stables, stage office, etc. The mountain top will be reached before sunset.

Leaving the Summit at 7.00 A. M., the parties will descend the mountain by the railway, and stop at the Fabyan, Crawford, and Mount Pleasant Houses. These establishments are in the chain of four great mountain hotels of which Messrs. Barron & Merrill are the proprietors. Among the various points of interest hereabouts are Mount Willard, Beecher's Falls, Gibb's Falls, Flume Cascade, Silver Cascade, "Idlewild" (a charming retreat on the farther side of Saco Lake), Merrill's Spring, and Hitchcock's Flume on the side of Mount Willard. There will be a carriage ride to the summit of Mount Willard Thursday afternoon. This mountain stands at the

head of the Notch, and its southern face is a sheer precipice of 1,000 feet or more. The view from the top down through the Notch is exceedingly grand.

Friday morning there will be a journey through the Notch, over the White Mountains Line of the Maine Central Railroad, in observation cars. The scenery along this part of the route is very picturesque, the road running along the steep cliffs in front of Mounts Willard and Willey. Three miles below the Crawford House, the Willey House is seen in the valley below the railroad. It was near this house that the Willey family lost their lives in the great landslide of Aug. 28, 1826, while their dwelling was preserved from injury. Friday afternoon will be passed at North Conway, the party making its headquarters at the pleasant Kearsarge House, which is delightfully situated near the village and within convenient distance of all the neighboring attractions. Leaving North Conway Saturday morning, *via* the Boston & Maine Railroad, Northern Division, the party will proceed to Boston, arriving shortly after 1.00 P. M.

The following is the detailed

ITINERARY.

TUESDAY, August 27, Autumn Excursion No. 1.
TUESDAY, September 10, Autumn Excursion No. 11.
TUESDAY, September 24, Autumn Excursion No. 18.

} Leave Boston from the station of the Boston & Maine Railroad Company's Boston & Lowell system, Causeway street, at 9.30 A. M. On arrival at the station members of the party should check their baggage to the Profile House. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel. Tags are supplied with the excursion tickets, and these, with the owner's name and home address, plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Plymouth, N. H., at 1.05 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.38 P. M. *via* Pemigewasset Valley Railroad; arrive at North Woodstock 2.30

P. M., and thence by stage, arriving at the Flume House 3.50 P. M.; after visiting the Flume and Pool, resume stage journey, reaching the Profile House about 7.00 P. M.

NOTE.— Persons desiring to remain at the Flume House over night can do so, continuing on to the Profile House the next forenoon, taking dinner at the latter hotel before leaving that place in the afternoon.

WEDNESDAY, August 28, Autumn Excursion No. 1.
WEDNESDAY, Sept. 11, Autumn Excursion No. 11.
WEDNESDAY, Sept. 25, Autumn Excursion No. 18.

At Profile House. Leave Profile House at 3.25 P. M. *via* Profile & Franconia Notch Railroad, and proceed *via* Bethlehem Junction and the White Mountains Division of the Concord Railroad, to Fabyan's; leave Fabyan's at 4.35 P. M. and Base Station at 5.10 P. M., arriving at summit of Mount Washington, *via* Mount Washington Railway, at 6.30 P. M.; at Mount Washington Summit House.

THURSDAY, August 29, Autumn Excursion No. 1.
THURSDAY, Sept. 12, Autumn Excursion No. 11.
THURSDAY, Sept. 26, Autumn Excursion No. 18.

Leave summit of Mount Washington 7.00 A. M., *via* Mount Washington Railway, and arrive at Fabyan's 8.50 A. M.; stay at Fabyan House, Mount Pleasant House, or Crawford House; carriage ride to the summit of Mount Willard.

FRIDAY, August 30, Autumn Excursion No. 1.
FRIDAY, September 13, Autumn Excursion No. 11.
FRIDAY, September 27, Autumn Excursion No. 18.

Leave *via* the White Mountains Line of the Maine Central Railroad (from Fabyan's at 9.35 A. M., Mount Pleasant House at 9.40 A. M., and Crawford House at 9.48 A. M.), and proceed through the White Mountain Notch; arrive at North Conway 10.55 A. M.; to the Kearsarge House.

SATURDAY, Aug. 31, Autumn Excursion No. 1.
SATURDAY, Sept. 14, Autumn Excursion No. 11.
SATURDAY, Sept. 28, Autumn Excursion No. 18.

Leave North Conway, *via* Boston & Maine Railroad, Northern Division, 7.20 A. M.; arrive in Boston (station of Eastern Division of Boston & Maine Railroad, Causeway street) 1.10 P. M.

The price of tickets for the round trip from Boston back to Boston is THIRTY-TWO AND A HALF DOLLARS. This sum includes all transportation by rail and stage; the carriage ride up Mount Willard; visits to the Pool, Flume, etc.; board and meals at the various hotels visited; all transportation and care of checked baggage; services of conductors, etc.

The price of tickets for children between the ages of five and twelve years will be TWENTY DOLLARS.

Tickets must be taken on or before Saturday, August 24, for Excursion No. 1; Saturday, September 7, for Excursion No. 11; and Saturday, September 21, for Excursion No. 18; three days previous to the dates of departure.

W. RAYMOND,
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 2, 1889.

Leaving Boston Tuesday, Sept. 3, and Returning Wednesday, Sept. 11.

ISLES OF SHOALS, MT. DESERT, MOOSEHEAD LAKE,

To the Summit of Green Mountain, Old Orchard Beach, etc. A Nine Days' Trip to the Most Picturesque Places on the New England Coast, with a Visit to Maine's Most Beautiful Lake. Drawing-Room Cars from Portsmouth to Mount Desert Ferry, and from Greenville to Boston.

Price of Tickets (all Traveling Expenses Included), ... $55.00.

Price of Tickets for Children between the ages of 5 and 12 years, $35.00.

OUR second autumn excursion comprises a tour of nine days' duration, with visits to the Isles of Shoals, Mount Desert, Moosehead Lake, and Old Orchard Beach. It is a feature of this trip that much of the railway travel will be in drawing-room cars.

The party will leave Boston Tuesday, September 3, at 9.30 A. M., from the Eastern Division station of the Boston & Maine Railroad on Causeway street. The eastward journey brings into view a picturesque part of the Massachusetts and New Hampshire coasts. We shall reach the old city of Portsmouth, N. H., at 11.15 o'clock, and there transfer to a steamer for the farther trip to the Isles of Shoals, about ten miles distant. The trip affords a delightful view of Portsmouth and its charming surroundings. The Isles of Shoals will be reached at 12.30, and the party will stop at the Oceanic.

The Isles of Shoals comprise a group of eight islands, belonging partly to Maine and partly to New Hampshire, the possession of the latter State having been incorporated into the town of Gosport. They were first called Smith's Isles, having been thus designated by the redoubtable Captain John Smith, who visited them in 1614. One of the first settlers was William Pepperell, an ancestor of Sir William Pepperell, of Kittery. There was a populous settlement (about 600 persons) here previous to the Revolution, fishing being the main pursuit; and as early as over 150 years ago ship-loads of fish were sent to Spain and the West Indies. Now the fishing interest has dwindled in importance, or rather it has been left to the summer guests of the hotels. The islands are masses of rocks, and a ramble in any direction is full of interest.

The party will leave the islands at 9.30 o'clock Wednesday morning, by steamer, for the return trip to Portsmouth, and that city will be reached at 10.25. Special drawing-room cars will be in waiting, and leaving Portsmouth at 10.50 o'clock, the party will continue its journey eastward. On leaving Portsmouth the train crosses the Piscataquis River and enters the State of Maine. The railway skirts the Maine coast for some distance, and between Biddeford and Saco crosses the Saco River. Portland will soon be reached, and dinner will be provided at the new Union station. The train will then proceed at once over the Maine Central Railroad.

The Maine Central Railroad passes through a beautiful section of the Pine Tree State, and for nearly fifty miles along the pleasant banks of the Kennebec River. The Androscoggin River is first crossed at Brunswick, and a little farther on the road approaches the Kennebec. Bowdoinham, Richmond, Gardiner, Hallowell, and Augusta (the fair capital of the State) are among the places passed through. At Augusta, the Capitol, a massive granite structure, is seen upon the left; and upon the right, across the river, are the Insane Hospital and the United States Arsenal. On leaving

Augusta, the train crosses the Kennebec on an iron bridge, from which a fine view is had. Continuing along the eastern bank of the river for nearly a score of miles, we pass through Vassalboro' and Winslow into Waterville, a handsome town, and the seat of Colby University. Ticonic Falls are seen on entering Waterville. The Kennebec is crossed for the last time near Waterville, and our route leads through a dozen smaller towns to Bangor. Continuing from that city over the new Mount Desert Branch of the Maine Central, the party will cross the Penobscot River, and pass through Brewer, Holden, Ellsworth, and Hancock to the ferry landing, which is near the foot of Sullivan River Falls, forty-three miles from Bangor, and thence by ferry-boat across Frenchman's Bay to Bar Harbor, a farther distance of seven miles. Bar Harbor will be reached at 7.35 P. M., and there will be a carriage transfer from the boat landing to the West End Hotel.

Mount Desert Island lies on the coast of Maine, 110 miles east of Portland, and is separated by an arm of the sea about 700 feet wide. It has an area of about 100 square miles, and includes three towns — Tremont, Mount Desert, and Eden. Bar Harbor, the chief place of summer resort, lies significantly within the borders of the latter. The surface of the island is diversified in a remarkable manner. Ocean, lake, and mountain are the elements of almost every prospect. There are scores of mountains, one of which, Green Mountain, towers to the height of 1,522 feet, presenting a bold outline from every direction. A beautiful sheet of water known as Eagle Lake nestles at its foot. There are five other mountains over 1,000 feet high. At one place a deep sound penetrates the island for seven miles, overshadowed by ponderous mountains. The shore is a succession of picturesque cliffs broken here and there into little inlets and beaches. There are numerous fresh-water lakes, one of the most charming of which, Eagle Lake, has already been mentioned.

The view from Green Mountain is indescribably fine, and on Thursday there will be an excursion thither. Barges will convey the party from the West End Hotel to Eagle Lake, and the steamer "Wauwinet" will carry the passengers across the lake to the base of the mountain, from whence they will be taken to the summit by the Green Mountain Railway. This road is similar in construction to the famous Mount Washington Railway. For upwards of a mile it is bolted to the mountain ledges. As the lake has an elevation of 270 feet, the railway has an ascent of over 1,250 feet. For a distance of 500 feet the grade is one foot per yard. The entire journey from Bar Harbor to the summit occupies about an hour and a half.

Thursday and Friday will be passed at Bar Harbor. Leaving Bar Harbor Saturday morning, the travelers will retrace their way by ferry-boat and cars to Bangor, where dinner will be provided. The journey will then be resumed over the Bangor & Piscataquis Railroad, a connection of the Maine Central, to Greenville, eighty-eight miles distant, at the southern extremity of Moosehead Lake. This road diverges from the Maine Central at Oldtown, twelve miles beyond Bangor, and to that point the traveler rides beside the noble Penobscot. Upon an island in the river, at Oldtown, is an ancient Indian village. The road now leaves the Penobscot, and passes through several small towns. Near Milo Junction a magnificent view is had of Mount Katahdin, which is about forty miles distant. This mountain is 5,385 feet high and the loftiest peak in Maine. At Greenville a steamer will be in waiting, and, after a pleasant sail of nearly twenty miles, the hospitable Mount Kineo House will be reached.

Moosehead Lake, the largest and certainly most romantic of Maine's numerous sheets of water, is on the outskirts of the far-reaching wilderness that has rendered Northern Maine a *terra incognita*, save to the bold and adventurous sportsman. It is

thirty-six miles long, from a mile to fourteen miles in width, and so irregular in form that its shore line extends fully 300 miles. It is the unfailing reservoir of the picturesque Kennebec River, and is fed by numerous little streams, several of which flow from other lakes or small ponds. The shores are generally wooded with birch and poplar, fir and spruce, and present every form of graceful contour in countless bays and peninsulas. The dominant feature in the view from the lake is Mount Kineo, a bold eminence that rises in an unbroken cliff to the height of 1,758 feet above the sea level, or 763 feet above the lake, from a peninsula on the west side.

Monday morning will be devoted to a steamer excursion upon the lake, with visits to its most romantic and picturesque points.

Leaving the Mount Kineo House Tuesday morning, the party will return to Greenville by boat, and then to Bangor over the Bangor & Piscataquis Railroad, going to Portland over the Maine Central Railroad. Dinner will be provided at Bangor. From Portland the route will lie over the Boston & Maine Railroad (Western Division); and a ride of a few miles will bring the travelers to Old Orchard Beach, where three of the leading hotels — the Hotel Fiske, Seashore, and Old Orchard House — will furnish abiding-places for the party until the following afternoon.

Old Orchard Beach is one of the most favored of New England coast resorts, its peculiar situation rendering it accessible for Canadian tourists as well as for pleasure seekers residing within our own country. The beach is of crescent shape, nine miles in length. The great hotels are capable of accommodating 3,000 guests, and the facilities for bathing and boating are unsurpassed.

The party will leave Old Orchard Beach at 1.08 P. M., Wednesday, and proceed to Boston, over the Boston & Maine Railroad (Western Division). This route passes through Saco, Biddeford, and Kennebunk, Me.; Great Falls, Dover, and Exeter

N. H.; and Haverhill, Lawrence, Wakefield, and Malden, Mass. Boston will be reached at 4.35 P. M.

ITINERARY.

TUESDAY, Sept. 3. — Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 9.30 A. M. On arrival at the station members of the party should check their baggage to The Oceanic, Isles of Shoals. The checks will be taken up on the train, and the baggage will be delivered at the rooms of the owners in the hotel at the Isles of Shoals. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. On arrival at Portsmouth, N. H., at 11.10 A. M., transfer to the steamer "City of Portsmouth," and proceed to The Isles of Shoals; arrive at the Oceanic 12.30 P. M.

WEDNESDAY, Sept. 4. — Leave Isles of Shoals by steamer 9.30 A. M.; arrive at Portsmouth 10.25 A. M.; transfer to the Boston & Maine Railroad station (Eastern Division), and at 11.05 A. M. take special drawing-room cars for Bangor and Mount Desert Ferry over said road and its continuation, the Maine Central Railroad; dinner at the Union station dining-rooms, Portland; arrive at Bangor 5.06 P. M.; arrive at Mount Desert Ferry 6.55 P. M.; arrive at Bar Harbor 7.35 P. M.; Carriage transfer to West End Hotel.

THURSDAY, Sept. 5 — In the forenoon and afternoon excursions will be made to the summit of Green Mountain, members of the party making their own choice of hours; barges will leave the West End Hotel at 9.30 A. M. and 2.00 P. M., crossing Eagle Lake on steamer "Wauwinet," and connecting at Base Station with train up Green Mountain Railway; return to West End Hotel over same route.

FRIDAY, Sept. 6. — At Bar Harbor.

SATURDAY, Sept. 7. — Carriage transfer to boat landing, and at 10.30 A. M. leave Bar Harbor by ferry-boat; arrive at ferry landing, Hancock, 11.25, and proceed thence by rail; arrive at Bangor 1.10 P. M.; dinner at station dining-rooms; proceed over the Bangor & Piscataquis Railroad to Greenville, arriving there at 5.30 P. M.; connect with steamer on Moosehead Lake, and arrive at Mount Kineo House 7.30 P. M.

SUNDAY, Sept. 8. — At Mount Kineo House.

MONDAY, Sept. 9. — Leave Mount Kineo House 9.30 A. M. for a steamer excursion around the lake.

TUESDAY, Sept. 10. Leave Mount Kineo House by steamer at 7.00 A. M.; connect at Greenville with a train of drawing-room cars; arrive at Bangor 1.00 P. M.; dinner at station dining-rooms; proceed to Portland; and thence, *via* Boston & Maine Railroad, to Old Orchard Beach, arriving at 5.40 P. M.; to the Hotel Fiske, Sea-Shore and Old Orchard Houses.

WEDNESDAY, Sept. 11. — Leave Old Orchard Beach, *via* Boston & Maine Railroad, at 1.08 P. M.; arrive in Boston (Boston & Maine Railroad station, Haymarket square) 4.35 P. M.

The price of tickets for the excursion will be FIFTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals at the Isles of Shoals, Bar Harbor, Mount Kineo House, and Old Orchard Beach; the excursions to the summit of Green Mountain and on Moosehead Lake; seats in drawing-room cars from Portsmouth to Mount Desert Ferry and from Greenville to Boston; transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, THIRTY-FIVE DOLLARS.

Return railway tickets are good from Moosehead Lake to Boston for thirty days, but the coupons for drawing-room car seats on the return journey will be good only on the dates inscribed thereon.

The tickets for this excursion must be taken on or before Saturday, August 31, three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursions Nos. 3 and 16, 1889.

Leaving Boston Tuesdays, September 3 and 17; and returning Mondays, September 9 and 23.

A SEVEN DAYS' TOUR OF THE

WHITE AND FRANCONIA MOUNTAINS,

Including a grand round of the White Mountain Resorts and Points of Interest, with visits to North Conway, the Crawford House, the Profile House, the Flume House, etc., a Night on the Summit of Mt. Washington, Excursion through the White Mountain Notch, Carriage Ride up Mount Willard, a visit to the Flume, Pool, etc.

Price of Tickets (all Traveling Expenses Included), - - $40.00.

Price of Tickets for Children between the ages of 5 and 12 years, $28.00.

THE third and sixteenth in our series of autumn tours follow the same itinerary, and are devoted to a grand round of the White Mountain region. The trip will occupy seven days — two days additional to Excursions Nos. 1, 11, and 18. The same points will be visited, but the sojourns at some places will be prolonged, and the order in which the several resorts will be visited is reversed. The parties will leave Boston Tuesday, September 3, and Tuesday, September 17, taking a train at the Eastern Division station of the Boston & Maine Railroad, Causeway street, at 1.30 P. M. The route eastward and northward is through Lynn, Salem, Beverly, Newburyport, Portsmouth, Great Falls, and Conway. North Conway will be reached at 6.05 P. M., and the

night and succeeding forenoon will be passed at the Kearsarge House. Leaving North Conway at 3.20 P. M. on Wednesday, September 4 and 18, the parties will proceed northward through the romantic White Mountain Notch, over the most picturesque part of the Portland & Ogdensburg Railroad. This trip is one of the grandest features of the journey through the mountain region. The scenery is bold and impressive, as the traveler is carried into the very heart of the hills. The train will be due at the Crawford House at 4.30 P. M.; at Mount Pleasant House 4.38 P. M.; and the Fabyan House 4.45 P. M., and at these celebrated hotels the parties will remain through Thursday, and until Friday afternoon. Thus ample time will be given to visit all the picturesque points in and about the White Mountain Notch, and also to ascend Mount Willard, which commands a remarkably fine view. The ascent will be made Thursday in the course of a carriage excursion, a good road leading to the summit.

Leaving the Crawford House *via* the White Mountain line of the Maine Central Railroad, at 4.30 Friday afternoon, the parties will proceed to the Mount Pleasant House, where they will be joined by the parties at the Fabyan House, and thence, over the Mount Washington Branch of the Boston and Lowell system, and the Mount Washington Railway, to the top of the highest mountain in New England. The summit will be reached at 6.30 P. M.; and here, at the elevation of 6,291 feet above the sea, the night will be passed at the Mount Washington Summit House. Leaving the mountain top at 7.00 A. M. Saturday, the parties will take the railway down into the valley, and thus enjoy a second trip over this wonderful line. Taking the same route, as far as the Mount Pleasant House and Fabyan's, by which we approached Mount Washington, we continue down the Ammonoosuc Valley to Bethlehem Junction, where we change to the Profile & Franconia Notch Railroad (narrow gauge) for the farther ride of nine miles to the Profile Hous

At this famous mountain retreat the parties will spend Sunday, or, if preferred, persons may go on to the Flume House, five miles farther down the picturesque valley of the Pemigewasset, and pass Sunday there. Both hotels are under the proprietorship of Messrs. Taft & Greenleaf; and in the vicinity of the Flume House are many places of interest, including the Flume, Pool, and Mount Pemigewasset. There will be a carriage ride Saturday afternoon to the Flume and Pool from the Profile House, and members of the party who desire to remain at the Flume House need not return.

Monday will be devoted to the return trip to Boston. Stage coaches will leave the Profile House at 9 A. M. and the Flume House an hour later. The parties will leave North Woodstock by the Pemigewasset Valley Branch at 11.15 A. M. Plymouth will be reached at 12.05, and after dinner at the Pemigewasset House the southward journey by rail will be resumed over the Boston & Lowell system of roads. The train will be due in Boston at 5.00 P. M.

ITINERARY.

TUESDAY, Sept. 3. Autumn Excursion No. 3.
TUESDAY, Sept. 17. Autumn Excursion No. 16.
} Leave Boston from the Boston & Maine Railroad station (Eastern Division), Causeway street, at 1.30 P. M. On arrival at the station, members of the parties should check their baggage to North Conway. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at North Conway, 6.05 P. M.; to Kearsarge House.

WEDNESDAY, Sept. 4. Autumn Excursion No. 3.
WEDNESDAY, Sept. 18. Autumn Excursion No. 16.
} Leave North Conway, *via* the White Mountains line of the Maine Central Railroad, at 3.20 P. M., and proceed through the White Mountain Notch; arrive at the Crawford House 4.30 P. M, at Mount Pleasant House 4.38 P. M., and the Fabyan House 4.45 P. M.

THURSDAY, Sept. 5. Autumn Excursion No. 3.
THURSDAY, Sept. 19. Autumn Excursion No. 16.
} At the Crawford House, Mount Pleasant House, or Fabyan House; carriage ride to the summit of Mount Willard.

FRIDAY, Sept. 6. Autumn Excursion No. 3.
FRIDAY, Sept. 20. Autumn Excursion No. 16.
} Leave the Crawford House, *via* the White Mountain line of the Maine Central Railroad, 4.30 P. M., and proceed *via* the Mount Pleasant House, (connecting with the train from Fabyan House), over the Mount Washington Branch of the Boston & Lowell system, to the Base Station, arriving at 5.10 P. M.; thence over the Mount Washington Railway, arriving at the Mount Washington Summit House 6.30 P. M.

SATURDAY, Sept. 7. Autumn Excursion No. 3.
SATURDAY, Sept. 21. Autumn Excursion No. 16.
} Leave the summit of Mount Washington, *via* Mount Washington Railway, at 7.00 A. M., and reach Base Station at 8.20 A. M.; thence over Mount Washington Branch to Fabyan's, the White Mountains Division of the Concord Railroad to Bethlehem Junction, and the Profile & Franconia Notch Railroad to the Profile House, reaching the latter point at 10.30 A. M.; carriage ride in the afternoon, visiting the Flume, Pool, etc. Persons who desire to pass Sunday at the Flume House instead of at the Profile House can do so.

SUNDAY, Sept. 8. Autumn Excursion No. 3.
SUNDAY, Sept. 22. Autumn Excursion No. 16.
} At the Profile House or the Flume House.

MONDAY, Sept. 9. Autumn Excursion No. 3.
MONDAY, Sept. 23. Autumn Excursion No. 16.
} Leave the Profile House at 9.00 A. M. and the Flume House 10.00 A. M. by stage, and proceed to North Woodstock; leave North Woodstock, *via* the Pemigewasset Valley Branch, at 11.15 A. M.; arrive at Plymouth 12.05 M.; dinner at the Pemigewasset House; leave Plymouth at 1.05 P. M.; arrive in Boston (Boston & Lowell station, Causeway street) 5.00 P. M.

The price of tickets for the round trip from Boston back to Boston will be FORTY DOLLARS. The sum includes all transportation by rail and stage; hotel accommodations and incidental meals at North Conway, the Crawford House, summit of Mount Washington, Profile House, Flume House, and Pemigewasset House; all excursions,

side trips, and carriage rides, enumerated in the itinerary; all transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-EIGHT DOLLARS. Return tickets are good from the Profile House thirty days.

Tickets for Excursion No. 3 must be taken on or before Saturday, August 31, and for Excursion No. 11 on or before Saturday, September 14, three days before the dates of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 4, 1889.

Leaving Boston Tuesday, Sept. 3, and Returning Saturday, Sept. 14.

New York, the Lehigh Valley, Mauch Chunk, the Famous "Switchback" or Gravity Railroad, Glen Onoko, the Historic Wyoming Valley, Watkins Glen,

NIAGARA FALLS,

The Thousand Islands, Alexandria Bay, the St. Lawrence River and Rapids, Montreal, and Lake Memphremagog. A Twelve Days' Trip over the most Romantic Routes of Travel in Pennsylvania, New York, Canada and New England, with visits to many interesting Places of Resort.

Price of Tickets (all Traveling Expenses Included), - - $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THERE is no more varied or attractive tour than the one arranged under this head — a twelve days' trip through Pennsylvania, New York, Canada, and Northern New England. Its objective points are Mauch Chunk, Watkins Glen, Niagara Falls, the Thousand Islands, the picturesque St. Lawrence River, Montreal, and Lake Memphremagog, and the routes to be traversed in reaching them include in themselves many scenic attractions.

The party will leave Boston Tuesday, September 3, by the Providence Line, taking the cars at the Providence Division station of the Old Colony Railroad, Park square and Columbus avenue, at 4.00 P. M. The ride of forty-two miles to India Point, Providence, is through a picturesque section of Massachusetts and Rhode Island.

The magnificent steamer "Connecticut" the latest addition to the Sound fleet, will be reached at 5.20, and supper will be served in advance of the arrival of the other passengers. The "Connecticut" is a veritable floating palace, furnished throughout in elegant taste and with a view to furnishing every comfort, and what is still more important, every element of safety. The steamer will leave her wharf at 7.45 P. M., and the evening sail down the Providence River and through Narraganset Bay is a delightful experience. Scores of famous shore resorts are passed before the waters of Long Island Sound are reached. An orchestral concert in the saloon is an enjoyable evening feature. The morning approach to New York affords a grand panoramic view of the great city and its surroundings. The boat descends the East River, through Hell Gate, and by the numerous correctional institutions and hospitals of the city, on Ward's and Blackwell's Islands. It then continues between two long lines of shipping, marking the water-sides of New York and Brooklyn, beneath the great East River bridge, and swinging around the Battery with Bartholdi's Colossal Statue of Liberty in view, enters the North River, which it ascends only a short distance — to Pier 29. There will be a ferry transfer from the New York side to Jersey City, and a train will convey the party thence over the Lehigh Valley Railroad, across the State of New Jersey, and into Pennsylvania. The Delaware River is crossed near Easton; and the train then ascends the valley of the Lehigh to Mauch Chunk, passing through Bethlehem, Allentown, Catasaqua, Coplay, and other places largely engaged in the manufacture of iron. Beyond the iron region are the great anthracite coal measures, the Lehigh Valley road forming one of the great highways from the mines to the seaboard.

Mauch Chunk, which is situated in the very heart of the mountains, will be reached at noon; and the Mansion House will be made the headquarters of the party until noon

of the following day. The view, either from the bottom of the valley or from any of the neighboring heights, is very picturesque. It was here that the anthracite coal interest had its birth, toward the close of the last century. Thursday afternoon will be devoted to a novel excursion on the Mauch Chunk & Summit Hill Railroad, popularly known as the "Switchback." The cars descend the plains by gravity, and are hauled up by stationary steam engines. The views from Mount Pisgah, Mount Jefferson, and Summit Hill are very fine, and the descent from the latter by gravity is a very exciting experience.

Thursday forenoon there will be a visit to Glen Onoko, which is situated a short distance from Mauch Chunk, and after a stay of about two hours the journey will be resumed up the Lehigh Valley. Dinner will be provided at Glen Summit; and not far beyond that point is the famous view down into the beautiful and historic vale of Wyoming, which lies a thousand feet below. This is one of the most enchanting prospects in all America. The road winds down the mountain side, and soon after passes through Wilkesbarre, a city named after John Wilkes and Colonel Barre, who defended in Parliament the rights of the American colonies. Continuing on through Pittston, Tunkhannock, Towanda, Sayre, Waverly, Elmira, Corning, and many lesser places, Watkins, N. Y., will be reached in the early evening.

The popular Glen Mountain House, which is situated in proximity to the wonderful glen, will be our sojourning place here from Thursday evening until Saturday morning, and there will therefore be ample time to inspect the many interesting sights of the region, the nearness of the hotels to the great chasm rendering this an easy task. The deep and rugged ravine abounds in picturesque features, among which are numerous cascades and romantic gorges. A ramble through the glen is attended by a constant succession of surprises.

Niagara Falls is our next halting-place, and here Saturday will be passed, the party making its headquarters at the Cataract and International houses, which are near the falls and other objects of attraction. The grounds forming the chief approaches to the great cataract, including Goat Island, are now held by the State as a public park, and visitors are now free from admission fees or other hindrances. There will be a carriage ride Saturday afternoon, with visits to Prospect Park, Goat Island, the suspension bridge, the Canada side, Table Rock, the Whirlpool Rapids, etc.

Monday morning there will be an omnibus transfer from the hotel to the New York Central station, and the party will leave *via* the Rome, Watertown & Ogdensburg Railroad. Dinner will be provided at Richland, and Clayton will be reached in time to connect with the steamer for a pleasant evening sail to Alexandria Bay. Here the Thousand Islands House and the Crossmon House will be our abiding-places from Monday evening until Wednesday morning. Both hotels are delightfully situated near the shore, and with a charming outlook upon the bay and its most romantic islands.

Wednesday will be devoted to the delightful trip down the St. Lawrence River by steamer. This voyage will take the tourist down through the remaining part of the romantic island region, and down over all the famous rapids. The rapids have a total fall of 221.6 feet before Montreal is reached, the principal ones being the Long Sault, the Coteau, the Cedars, the Split Rock, and the Lachine, the latter being just above Montreal. The passage of the rapids is very exciting, the huge boats gliding down the swift current amid sunken rocks and swirling eddies, while the waters are as turbulent as the ocean. Just before reaching Montreal the steamer passes beneath the great Victoria Bridge, one of the most stupendous works of its kind in the world.

Reaching the Canadian metropolis at 6.30 P. M., the passengers will be transferred

to the handsome Windsor Hotel, on Dominion Square. Here they will remain until Friday morning. Thursday will be devoted to the sights of Montreal, and a carriage ride will be, in this connection, the only programme feature. The principal churches, the park on the summit of Mount Royal, and the Grey Nunnery will be visited, and the excursion will afford views of all the most interesting sections of the city.

Friday morning there will be an omnibus transfer to the Canadian Pacific Railway station, where the party will take the cars and proceed over a branch of that line to Newport, Vt., arriving there shortly before one o'clock. After dinner at the well-known Memphremagog House, there will be a steamboat excursion over the most romantic and picturesque sections of the lake, the boat going as far as Georgeville, Can.

Saturday morning the party will leave Newport for Boston, journeying over the Boston & Lowell Railroad system. Dinner will be provided at the Pemigewasset House, Plymouth, N. H., and the train will reach Boston at 5 P. M.

ITINERARY.

TUESDAY, Sept. 3. — Leave Boston by the Providence Steamboat Line (station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue) at 4 P. M. On arrival at the station members of the party should check their baggage to Mauch Chunk *via* Providence Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P M., and go on board the steamer "Connecticut;" supper and stateroom berths furnished; leave Fox Point at 7.45 P. M.

WEDNESDAY, Sept. 4.— Arrive in New York (Pier 29, North River), 7.00 A. M.; breakfast on board the steamer; leave New York by annex steamer for Jersey City, and thence at 8.15 A. M. *via* Lehigh Valley Railroad; arrive at Mauch Chunk at 12.00 M.; stop at the Mansion House; in the afternoon excursion to Summit Hill, and return by Mauch Chunk & Summit Hill Railroad.

THURSDAY, Sept. 5.— Leave Mauch Chunk by the Lehigh Valley Railroad at 9.55 A. M. and Glen Onoko at 10.02 A. M.; arrive at Glen Summit 11.52 A. M.; dinner at the Glen Summit House; leave Glen Summit 1.35 P. M., and continue over the mountains and through the Wyoming Valley, arriving at Watkins at 7.00 P. M.; carriage transfer to the Glen Mountain House.

FRIDAY, Sept. 6.— At Glen Mountain House, Watkins Glen.

SATURDAY, Sept. 7.— Leave Watkins at 7.00 A. M. by rail; arrive at Niagara Falls at 1.00 P. M.; omnibus transfer to the Cataract House; in the afternoon carriage drive, visiting the two suspension bridges, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, Sept. 8.— At Niagara Falls.

MONDAY, Sept. 9.— Omnibus transfer to the New York Central Railroad station, and at 7.30 A. M. leave Niagara Falls by the Rome, Watertown & Ogdensburg Railroad; arrive at Richland, N. Y., 1.35 P. M.; dinner at the station dining-rooms; arrive at Clayton 4.15 P. M.; leave at once by steamer, and arrive at Alexandria Bay 5.45 P. M.; stop at the Thousand Islands House and the Crossmon House.

TUESDAY, Sept. 10.— At Alexandria Bay.

WEDNESDAY, Sept. 11.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

THURSDAY, Sept. 12.— At Montreal. Carriage drive, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc.

FRIDAY, Sept. 13.— Leave Montreal at 9.00 A. M. (omnibus transfer from the Windsor Hotel to the station of the Canadian Pacific Railway, Dalhousie square; arrive at Newport, Vt., 12.40 P. M.; stop at the Memphremagog House; during the afternoon there will be a steamer excursion on Lake Memphremagog.

SATURDAY, Sept. 14. —Leave Newport (Boston & Lowell Railroad) at 8.40 A. M.; arrive at Plymouth, N. H., 12.33 P. M.; dinner at the Pemigewasset House; leave Plymouth at 1.05 P. M.; arrive in Boston (Boston & Lowell Railroad station) at 5.00 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* state-room berths on the Providence Line; omnibuses and carriage transfers at Watkins, Niagara Falls, and Montreal; carriage

rides at Niagara Falls and Montreal; toll and admission fees at Niagara Falls and at Watkins Glen; all transportation and transfer of checked baggage; the services of conductors, and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Price for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

Tickets returning from Montreal will be good until October 1.

Tickets for the trip should be taken on or before Saturday, August 31, three days previous to the date of leaving.

W. RAYMOND,
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 5, 1889.

Leaving Boston Tuesday, Sept. 3, and Returning Saturday, Sept. 14.

New York, the Lehigh Valley, Mauch Chunk, the Famous "Switchback" Railroad, Glen Onoko, Wyoming Valley, Watkins Glen,

NIAGARA FALLS, SARATOGA,

Lake George, Lake Champlain, Ausable Chasm, Burlington, and Rutland, Vt., A Twelve Days' Jaunt through Pennsylvania, New York, and Vermont.

Price of Tickets (all Traveling Expenses Included), - - $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

SUMMER Excursion No. 5, follows the same itinerary as No. 4, as far as Niagara Falls, beyond which point there is a different route, with a return *via* Saratoga, Lake George, Lake Champlain, Ausable Chasm, and Rutland, Vt. This forms a delightful round of travel, varied considerably from the previously mentioned trip, yet embodying some of its essential features.

The party will leave Boston Tuesday afternoon, September 3, by the Providence Steamboat Line, taking the cars at the Providence Division Station of the Old Colony Railroad, Park Square and Columbus Avenue, at 4 P. M., and the magnificent steamer "Connecticut," at Fox Point, Providence, at 7.45 P. M. The passage of the Sound is made at night, and the steamer reaches New York in the morning. There will be a transfer by annex boat from New York to Jersey City, and from the latter point the Lehigh Valley Railroad will convey the party to Mauch Chunk.

Reaching Mauch Chunk Wednesday noon, the visitors will have Wednesday afternoon for the delightful excursion over the famous "Switchback" Railway. This is one of the most novel railway trips ever devised, and the scenery is at all times interesting. There will be an opportunity Thursday morning to visit the beautiful nook Glen Onoko, and later there will be a charming railway ride over the mountains and down into the lovely Wyoming valley.

Watkins Glen will be reached in the evening, and the ensuing day will be devoted to the sights of this romantic region: the party making its headquarters at the popular Glen Mountain House.

Leaving the Glen Saturday morning, the party will reach Niagara Falls at noon. Here there will be a sojourn over Sunday, with a carriage ride Saturday afternoon, and ample time to see all the principal points of interest on both the American and Canadian sides of the river.

Monday morning there will be an omnibus transfer to the New York Central Railroad station, where a train will be taken for a pleasant railway journey across the State of New York. Dinner will be provided at Syracuse, and the train will reach Albany at an early evening hour. The popular Hotel Kenmore will be the headquarters of the party while in Albany, and there will be time Tuesday morning to inspect some of the capitol and other public buildings.

Leaving Albany at 12.50, by the Delaware & Hudson Canal Company's Railroad, the party will proceed to Saratoga, where there will be a sojourn at Congress Hall until Thursday morning. The hotel is centrally situated, in proximity to the principal springs, and in the midst of all the gay life of the great summer metropolis. Concerts are given day and evening at Congress Hall and the other leading hotels, and also in the neighboring Congress Park. Wednesday forenoon there will be a carriage ride,

with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. The oldest-known spring is the High Rock, which was celebrated among the Indians previous to 1767. The Congress Spring was discovered in 1792, the Washington and Columbian in 1806, the Pavilion in 1839, the Empire in 1846, the Hathorn in 1868, the Geyser in 1870, and the Champion in 1871.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and proceed to Lake George. The route is *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the steamer for a trip over the beautiful lake. Lake George lies at the southeastern margin of the great Adirondack wilderness, and is a little over thirty-three miles in length, and in its broadest part about four miles in width. It is environed by mountains, and numerous islands also add to the picturesque beauty of the scenery. During the French War, and again in the War of the Revolution, Lake George was the scene of much strife, and many sanguinary contests were fought upon its now peaceful shores.

The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Here, at Ticonderoga, we are again upon historic ground. The old fort, now in ruins, and its neighborhood witnessed many exciting events in the early days. Dinner will be served upon the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side, and the Adirondacks of New York on the other. Both in the French War and in the American Revolution, and also in the War of 1812, Lake Champlain and its shores witnessed many thrilling events. The handsome city of Burlington occupies a commanding position on the slopes of the Vermont shore. The steamer will reach Port Kent soon

after six o'clock, and there will be a stage transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday forenoon will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation, and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat. After dinner at the Lake View House, the party will return to Port Kent by stage, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railroad will be taken for Rutland, which will be reached at 7.30 P. M.

Rutland is one of the pleasantest places in the Green Mountain State; and here, at the Bardwell and Bates Houses, Friday night will be passed. The party will leave Rutland, *via* the Central Vermont Railroad, Saturday morning, and proceed to Boston *via* Bellows Falls, Vt., Keene, N. H., and Winchendon, Fitchburg, Ayer, and Concord, Mass., arriving at the Fitchburg Railroad station, Causeway street, at 2.02 P. M. The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, Sept. 3. — Leave Boston by the Providence line (station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue,) at 4.00 p.m. On arrival at the station, members of the party should check their baggage to Mauch Chunk *via* the Providence line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other

piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P. M.; go on board steamer "Connecticut;" supper and state-room berths furnished; leave Fox Point 7.45 P. M.

WEDNESDAY, Sept. 4. — Arrive in New York (Pier 29, North River) 7.00 A. M.; breakfast on board the steamer; transfer by annex boat to Jersey City, and thence at 8.15 *via* Lehigh Valley Railroad; arrive at Mauch Chunk at 12.00; stop at the Mansion House; in the afternoon excursion to Summit Hill, and return by Mauch Chunk & Summit Hill Railroad.

THURSDAY, Sept. 5. — Leave Mauch Chunk by the Lehigh Valley Railroad at 9.55 A. M. and Glen Onoko at 10.05 A. M.; arrive at Glen Summit 11.52 A. M.; dinner at the Glen Summit House; leave Glen Summit 1.35 P. M., and continue over the mountains and through the Wyoming valley, arriving at Watkins at 7.00 P. M.; carriage transfer to the Glen Mountain House.

FRIDAY, Sept. 6. — At the Glen Mountain House.

SATURDAY, Sept. 7. — Leave Watkins at 7.00 A. M. by rail; arrive at Niagara Falls 1.00 P. M.; omnibus transfer to the International Hotel and Cataract House; in the afternoon carriage ride, visiting the suspension bridge, Table Rock, the Whirlpool Rapids, Prospect Park, Goat Island, etc.

SUNDAY, Sept. 8. — At Niagara Falls.

MONDAY, Sept. 9. — Omnibus transfer from the hotels to the station of the New York Central & Hudson River Railroad, and at 8.38 A. M. leave Niagara Falls *via* the West Shore Railroad line; dinner at station dining-rooms, Syracuse, N. Y.; arrive at Albany 7.45 P. M.; omnibus transfer to the Hotel Kenmore.

TUESDAY, Sept. 10. — Omnibus transfer from the Hotel Kenmore to the station of the Delaware & Hudson Railroad, and leave Albany at 12.50 P. M.; arrive at Saratoga 2.05 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P.M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, Sept. 12. — Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad at 8.15 A. M. arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; go on board steamer "Vermont," Captain

George Rushlow; dinner on board steamer "Vermont;" arrive at Port Kent 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 13 — At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the Chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with steamer "Chateaugay" and leaving Port Kent at 3.15 P. M.; On arrival at Burlington take train on Central Vermont Railroad (Rutland Division); arrive at Rutland, Vt., 7.30 P. M. stop at the Bardwell and Bates Houses.

SATURDAY, Sept. 14. — Leave Rutland 6.45 A. M.; arrive in Boston (Fitchburg Railway station, Causeway street) 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is SEVENTY DOLLARS. This sum covers all transportation by railway, steamer, and stage; hotel accommodations at Mauch Chunk, Watkins Glen, Niagara Falls, Saratoga, Ausable Chasm, and Rutland; state-room berth on Providence line steamer; incidental meals on Providence line steamer, Glen Summit, Syracuse, and steamer "Vermont;" state-room berths on Norwich line steamer; carriage rides at Niagara Falls, Saratoga, and Ausable Chasm; excursions over the "Switchback;" boat ride through Ausable Chasm; tolls and admission fees at Watkins Glen and Niagara Falls; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve, FIFTY-FIVE DOLLARS.

Return tickets from Burlington to Boston are good until October 1.

Tickets for this excursion must be taken on or before August 31, three days in advance of the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W, RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 6, 1889.

Leaving Boston Monday, Sept. 9, and Returning, Saturday, Sept. 14.

A Delightful Tour of Six Days, via Long Island Sound to New York, up the Hudson River to Albany and

—SARATOGA,—

Thence to Lake George, Lake Champlain and Ausable Chasm, and Homeward, via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), - - $38.00.

Price of Tickets for Children between the ages of 5 and 12 years, $28.00.

OUR eighth trip of the season is a short but very comprehensive round of travel, with Long Island Sound, the Hudson River, Saratoga, Lake George, Lake Champlain, and Ausable Chasm as its salient features. The party will leave Boston Monday, September 9, by the popular Providence Line, taking a train at 4 P. M., at the Providence Division station of the Old Colony Railroad, Park Square and Columbus Avenue. A pleasant railway ride of a little over an hour brings one to Fox Point, in Providence, from whence one of the fine steamers of this line sails for New York at a seasonable evening hour. The trip down the river and across Narragansett Bay is very enjoyable, and an evening concert by Reeves' Orchestra is another pleasant

feature. The early morning finds the boat on its way down the East River, between the two great cities of New York and Brooklyn. Arriving at pier 29, North River, the passengers will take an annex boat for pier 39, from which place the Hudson River Day Line boat, the commodious and elegant steamer, "New York," will depart upon its up-river voyage at 8.40 A. M.

The trip up the Hudson is one of the choicest experiences in the whole round of American travel, — picturesque on account of its matchless scenery, and historically interesting from its many associations. The Palisades, the Highlands, and the Catskills are the salient features, while the details of the noble panorama comprise scores of charming pictures into which almost every form in nature seems to enter. The boat will reach Albany shortly after six o'clock, and then follows a pleasant railway ride from the capital of the Empire State to Saratoga.

The succeeding day — Wednesday, September 11 — will be passed at this famous resort, the party making the well-known Congress Hall their sojourning place. Wednesday forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn (Judge Hilton's beautiful park), the Geyser Spring, etc. The oldest-known spring is the High Rock, which was celebrated among the Indians previous to 1767. The Congress Spring was discovered in 1792, the Washington and Columbian in 1806, the Pavilion in 1839, the Empire in 1846, the Hathorn in 1868, the Geyser in 1870, and the Champion in 1871.

Thursday morning the party will leave Saratoga by the Delaware & Hudson Canal Company's Railroad, and proceed to Lake George. The route is *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the steamer for a trip over the beautiful lake. Lake George lies at the southeastern margin of the great Adirondack wilderness, and is a little over thirty-three miles in length, and in

its broadest part about four miles in width. It is environed by mountains, and numerous islands also add to the picturesque beauty of the scenery. During the French War, and again in the War of the Revolution, Lake George was the scene of much strife, and many sanguinary contests were fought upon its now peaceful shores. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Here, at Ticonderoga, we are again upon historic ground. The old fort, now in ruins, and its neighborhood witnessed many exciting events in the early days. Dinner will be served upon the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side, and the Adirondacks of New York on the other. Both in the French War and in the American Revolution, and also in the War of 1812, Lake Champlain and its shores witnessed many thrilling events. The handsome city of Burlington occupies a commanding position on the slopes of the Vermont shore. The steamer will reach Port Kent soon after six o'clock, and there will be a stage transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday forenoon will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation, and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

After dinner at the Lake View House, the party will return to Port Kent by stage, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railway will be taken for Rutland, which will be reached at 7.30 P.M.

Rutland is one of the pleasantest places in the Green Mountain State; and here, at the Bardwell and Bates Houses, Friday night will be passed. The party will leave Rutland, *via* the Central Vermont Railroad, Saturday morning, and proceed to Boston *via* Bellows Falls, Vt., Keene, N. H., and Winchendon, Fitchburg, Ayer, and Concord, Mass., arriving at the Fitchburg Railroad station, Causeway street, at 2.02 P. M. The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, Sept. 9.— Leave Boston by the Providence Line (station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue) at 4.00 P. M. On arrival at the station, members of the party should check their baggage to Saratoga *via* Providence line and the Hudson River Day line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P. M.; go on board steamer "Massachusetts;" supper and stateroom berths furnished; leave Fox Point 7.45 P. M.

TUESDAY, Sept. 10.— Arrive in New York (Pier 29 North River, foot of Warren street), 7.00 A. M.; breakfast on board Providence Line steamer; transfer to pier 39, North River, and at 8.40 A. M., leave New York on Hudson River Day Line Steamer "New York;" dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga at 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 11.— At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, Sept. 12.— Omnibus transfer from Congress Hall to the station, and leave *via* Delaware & Hudson Canal Company's Railroad, at 8.15 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from

thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; go on board the steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Port Kent 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 13.— At the Lake View House. Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with the steamer "Chateaugay," and leaving Port Kent at 3.15 P. M.; on arrival at Burlington; take train on Central Vermont Railroad (Rutland Division); arrive at Rutland, Vt., 7.30 P. M.; stop at Bardwell and Bates Houses.

SATURDAY, Sept. 14.— Leave Rutland 6.45 A. M.; arrive in Boston (Fitchburg Railroad Station, Causeway street) 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is THIRTY-EIGHT DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals on the steamers "Massachusetts," "New York," and "Vermont;" stateroom berths on steamer "Massachusetts;" carriage rides at Saratoga and Ausable Chasm; boat ride through the Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-EIGHT DOLLARS.

Return railway tickets from Burlington to Boston are good until October 1.

Tickets for this excursion must be taken on or before Friday, September 6, three days in advance of the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 7, 1889.

Leaving Boston Monday, Sept. 9, and Returning Thursday, Sept. 19.

A Picturesque Tour of Eleven Days, via Long Island Sound to New York, up the Hudson River to Albany and

SARATOGA,

Thence to Lake George, Lake Champlain, Ausable Chasm, and the

WHITE MOUNTAINS OF NEW HAMPSHIRE,

With visits to the Profile House, Flume, Pool, Summit of Mount Washington, Crawford House, Mount Willard, and White Mountain Notch.

Price of Tickets (all Traveling Expenses Included), - - $65.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

OUR seventh tour is a combination of routes, and comprises the essential features of some of our shorter excursions. The early part of the trip will take the traveler through Long Island Sound and up that picturesque water-way the Hudson River. After a visit to Saratoga there will be farther steamboat journeys on Lakes George and Champlain, and a magnificent round through the most famous sections of the White Mountains. There will be expeditions to the summits of two of the mountain

peaks — Washington and Willard — and sojourns at all the chief places of resort. The party will leave Boston by the popular Providence Line, proceeding first by rail to Fox Point, in Providence, and thence on one of the fine steamers of this line down the Providence River and Narraganset Bay, and the entire length of Long Island Sound. The morning approach to New York furnishes a most interesting view of the great city and its surroundings. Many miles of the city's water-front and the broad expanse of the harbor and bay are brought into view. The farther journey up the Hudson River discloses still grander scenery. This latter trip is performed upon the magnificent steamer "New York," of the Hudson River Day line, one of the finest passenger boats ever built. Feathering paddles obviate the tremor usually felt in steamboats, and impart an easy motion not otherwise attainable.

A voyage on the "American Rhine" is always enjoyable, and, even to those who know its charms best, a fresh and truly delightful experience. Leaving the metropolis with its long, dense line of piers and warehouses, we soon come to the stately Palisades. Above are many pretty villages and towns, with now and then a populous city, like Yonkers and Sing Sing, and numerous places famed for their connection with historic events. The Highlands are reached just before noon, and for over an hour the steamer sails between the wooded slopes of the mountains. The stately buildings of the United States Military Academy are seen on approaching West Point. Above West Point and the picturesque Highlands lies the pretty city of Newburgh, where Washington took farewell of the American army. Still farther north, and on the opposite side of the river, lies the city of Poughkeepsie; while Kingston and Catskill, with the noble Catskill Mountains, are above, on the west side of the river. There are twelve mountain peaks seen from the river, forming a chain twenty-one miles in length, from the Overlook, in the south, to Windham High Peak, in the north.

The heights of some of the principal peaks are as follows: North Mountain, 3,450 feet; Overlook, 3,000; High Peak, 3,809, Sugar Loaf and Mink, 3,307; Plateau, 3,855; Wittenberg, 3,824; Cornell, 3,920; Peakamoose, 3,875; Blackhead, 3,963; Black Dome, 4,004; Hunter, 4,052; Slide, 4,220. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party from that city to Saratoga.

Wednesday will be passed at Saratoga, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place. During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Thursday morning the party will take the cars of the Delaware & Hudson Canal Company's line and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. This is a delightful voyage, the scenery being of the loveliest description. From the lower end of the lake there is a short railway transfer to the shores of Lake Champlain, from whence another steamer will convey the passengers northward. The scenery of this lake differs from that of Lake George, but is still very striking, the Green Mountains of Vermont being seen upon one side, and the Adirondacks of New York on the other. The steamer will reach Port Kent soon after six o'clock, and there will be a stage transfer to the Lake View House, which stands near the head of the famous Ausable Chasm.

Friday will be devoted to an inspection of the chasm, which has been formed by the egress of the Ausable River from the Adirondacks. The river has carved a deep channel in the Potsdam sandstone formation; and in some places the perpendicular walls rise 200 feet above the dark waters. At one place the river is compressed to a

width of only ten feet, and through this narrow channel the waters dash with great impetuosity. There are several beautiful falls, one of which, near the entrance to the gorge, is twenty feet high, and another sixty feet. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Saturday morning the party will return to Port Kent by stage, and there take a steamer for Burlington, at which point the cars of the Central Vermont Railway will be in waiting to convey the party to Montpelier, where connection is made with the Montpelier & Wells River Railroad and the Boston & Lowell Railroad system leading into the White Mountain region. The Connecticut River is crossed between Wells River and Woodsville, and the traveler there passes from Vermont into New Hampshire. The railway ascends the Ammonoosuc River to Bethlehem Junction, and the route there diverges over the Profile & Franconia Notch Railroad to the Profile House.

The celebrated Profile House is situated in the Franconia Notch, between Echo and Profile Lakes, the latter being directly below the Great Stone Face, or the Old Man of the Mountains, the most remarkable natural profile of the human features in the world. There are three distinct ledges forming the face, which is about eighty feet in length. Sunday and a part of Monday will be passed in this delightful retreat, and Monday morning will be devoted to a ride down through the Notch and a visit to the Flume, the Pool, and the Basin, three other natural wonders.

Monday afternoon the party will leave the Profile House by rail, returning first to Bethlehem Junction, and then continuing up the Ammonoosuc valley to Fabyan's and the base of Mount Washington, where there will be a change of cars for the novel railway ascent of the highest peak in New England. The road known as the Mount Washington Railway extends from the base to the summit of the mountain, the grade exceeding at times one foot in three, or, to be exact, 1,980 feet to the mile.

It sometimes happens that the iron horse actually mounts through the clouds. The top is 6,291 feet above the level of the sea. This elevation commands a wide view, the beholder being enabled to look down upon all the other summits and into scores of ravines and valleys. The mountain top will be reached at 6.30 P. M., and the night will be passed there.

Leaving the summit at 7.00 A. M. Tuesday, the party will descend the mountain by the railway, and proceed to Fabyan's, and thence over the Portland & Ogdensburg Railroad to the Crawford House, four miles distant. This is another famous mountain resort, and one of the largest hotels in the region. Its resident proprietor and manager is Mr. C. H. Merrill, who is also manager of the new and popular winter resort hotel, The Raymond, at East Pasadena, Cal. The Crawford House is delightfully situated upon a little plateau, at the head of the picturesque White Mountain Notch. Wednesday will be passed here, and there will be a carriage ride to the summit of Mount Willard, which affords a magnificent view of the White Mountain Notch.

Thursday morning the party will proceed homeward over the Boston & Maine route.

The early part of the journey is through the wild and romantic Notch. The railway skirts the deep ravine, in places high upon the steep mountain slopes, and in others at the bottom of the gorge. A succession of grand mountain views unfolds before the eye of the traveler, and at one time Mount Washington forms the crowning feature of a matchless vista. The route continues down the valley of the Saco, through Bartlett and North Conway, and farther south we pass through Rochester, Great Falls, Portsmouth, Newburyport, Salem, and Lynn. The train will reach the station of the Boston & Maine Railroad, Eastern Division, Causeway street, at 3.50 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, Sept. 9. — Leave Boston at 4.00 P. M. *via* the Providence Line, from the station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue. On arrival at the station members of the party should check their baggage to Saratoga *via* the Providence line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P. M.; go on board steamer "Massachusetts;" supper and stateroom berths furnished; leave Fox Point at 7.45 P. M.

TUESDAY, Sept. 10. — Arrive in New York (Pier 29 North River) 7.00 A. M.; breakfast on the Providence Line steamer; transfer to Pier 39 North River, and at 8.40 A. M. leave on steamer "New York" of the Hudson River Day line; dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf, *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Geyser Springs, etc.

THURSDAY, Sept. 12. Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.15 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell at 9.40 A. M., on one of the Champlain Transportation Company's steamers, for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for trip on Lake Champlain, at 1.30 P. M.; dinner on board the steamer; arrive at Port Kent, N. Y., 6.05 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 13. — At the Lake View House. Visit Ausable Chasm during the day, taking boats through the chasm and carriages back to the Lake View House.

SATURDAY, Sept. 14. — Leave Lake View House by stage at 7.00 A. M. and Port Kent by steamer at 7.35 A. M.; arrive at Burlington, Vt., 8.40 A. M.; leave Burlington, *via* Central Vermont Railway, 10.10 and proceed thence to Montpelier; lunch at Essex Junction; leave Montpelier, *via* the Montpelier &

Wells River Railroad, 1.10 P. M.; arrive at White Mountains Transfer (Woodsville, N. H.) 2.28 P. M.; leave, *via* White Mountain Division of Concord Railroad, 2.38 P. M.; arrive at Bethlehem Junction 4.03 P. M.; leave, *via* Profile & Franconia Notch Railroad, 4.10 P. M.; arrive at Profile House 4.40 P. M.

SUNDAY, Sept. 15. — At Profile House.

MONDAY, Sept. 16. — At Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, at 3.25 P. M.; leave Bethlehem Junction, *via* White Mountain Division of Concord Railroad, 4.03 P. M.; leave Fabyan's, *via* Mount Washington Branch, 4.28 P. M.; leave Base Station, *via* Mount Washington Railway, 5.10 P. M.; arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, Sept. 17. — Leave summit of Mount Washington 7.00 A. M. *via* Mount Washington Railway; arrive at Fabyan's 8.50 A. M.; leave Fabyan's 9.00 A. M.; arrive at Crawford House 9.15 A. M. stay at Crawford House; in the afternoon carriage ride to the summit of Mount Willard.

WEDNESDAY, Sept. 18. — At the Crawford House.

THURSDAY, Sept. 19. — Leave Crawford House, *via* Portland & Ogdensburg Railroad, 9.48 A. M (Boston & Maine Railroad express); arrive at Wolfeboro Junction 12.15 P. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station Causeway street) 3.50 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum includes all transportation by rail, steamers, and stage; board and incidental meals at Saratoga, Ausable Chasm, Montpelier, the Profile House, Fabyan House, Mount Washington Summit House, Crawford House, Wolfeboro Junction, and on the steamers of the Providence line, Hudson River Day line, and the Champlain Transportation Company; stateroom berths on the steamer "Massachusetts;" carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

The price of tickets for children between the ages of five and twelve years will be FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House until October 1.

Tickets for this excursion must be taken on or before Friday, September 6, three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursion No. 8, 1889.

Leaving Boston Monday, September 9, and Returning Friday, September 20.

The Hudson River, Saratoga, Lake George, Lake Champlain,

THE ADIRONDACK MOUNTAINS,

Elizabethtown, Keene Valley, Lake Placid, Adirondack Lodge, Ausable Chasm, and a return via Burlington and Rutland, Vt. A Grand River, Lake, and Mountain Trip of Twelve Days.

Price of Tickets (all Traveling Expenses Included), . . $65.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

WITHIN a day's ride of the great cities of New York, Boston and Philadelphia is a vast region where nature reigns supreme. High mountains, romantic lakes, and great stretches of untouched forests teeming with noble game are features of this great northern wilderness. One need not go abroad to see nature in its highest types of grandeur, for here are countless scenes of superlative beauty. Year by year the Adirondack region has attracted greater numbers of health and pleasure seekers, sportsmen, and adventurous climbers; but yet the settlements are few, and the lover of nature seems to have reached her inner temples. Centering in the western part of Essex county, the Adirondack region may be said to extend over this and ten other counties wholly or in part. The eastern half of this great section is very mountainous.

From the south and east, Lakes George and Champlain, with the railway system of the Delaware & Hudson Canal Company, afford easy means of approach. The main northern railway line of this company extends along the west shore of Lake Champlain; and stage roads, which plunge at once into the mountain region, extend from the lake shore westward.

Our eighth autumn tour is devoted to the picturesque Adirondack Mountains, a week being passed within that lovely region, and the approach thereto being over those beautiful water-ways — Long Island Sound, the Hudson River, and Lakes George and Champlain. Incidentally there will be a visit to America's most famous spa, Saratoga Springs.

The party will leave Boston by the Providence Line, Monday afternoon, September 9, taking the cars at the station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue, at four o'clock. The railway ride extends to Fox Point, Providence, a distance of only forty-two miles, where one of the fine steamers of this line will be in waiting. The passage of Long Island Sound is made at night, and the steamer will be due in New York, at Pier 29, North River, at 7.00 A.M. Proceeding to Pier 39 by an annex boat, after breakfast, the passengers will go on board the magnificent steamer "New York" for a daylight journey up the noble Hudson, a trip that is unsurpassed in picturesque interest. The boat will reach Albany at 6.10 P. M., and the cars of the Delaware & Hudson Canal Company's Railroad will convey the party to Saratoga. Wednesday will be passed at that celebrated resort, the visitors making their headquarters at Congress Hall, one of the most favored hotels of the great summer watering-place During the forenoon there will be a carriage ride, with visits to Saratoga Lake, Woodlawn, the Geyser Spring, etc.

Thursday morning the party will take the cars of the Delaware & Hudson Canal

Company's line and proceed to Caldwell, there transferring to one of the Champlain Transportation Company's steamers for the trip over Lake George. This is a delightful voyage, the scenery being of the loveliest description. From the lower end of the lake there is a short railway transfer to the shores of Lake Champlain, where another steamer will convey the passengers northward. Westport, upon the west or New York side of the lake, will be reached at 3.30 P. M., and there will be a stage ride from the landing to Elizabethtown, eight miles distant. The road is excellent, and this and the subsequent stage journeys through the Adirondack country are sure to be very enjoyable. The road penetrates the mountain region soon after leaving Westport, and ascends to Raven Pass, which is in the first of the five ranges, the third being the culminating ridge, with Mounts Marcy, Whiteface, and other high peaks as its chief pinnacles. Raven Peak is a high hill near the pass of the same name. Beyond, two of the grand mountains of the second range — Hurricane Peak (3,763 feet high) and the Giant (4,530 feet)—are seen. The former is a sharply defined peak, which stands out in bold and striking contrast to the surrounding hills, and the latter is a massive dome. Descending slightly from Raven Pass into the valley of the Bouquet River, Elizabethtown is reached. Although a county seat, this town has little of the noise and bustle of the outside world, and, but for the presence of several summer hotels, would have still less. During our stay in Elizabethtown we shall make our headquarters at the Windsor Hotel, of which Mr. Orlando Kellogg is the proprietor. Elizabethtown is most charmingly situated amid the hills, and from the neighboring eminences — notably from Wood Hill, which is easily climbed — magnificent views are obtained.

Leaving Elizabethtown by stage, there is a picturesque ride of twenty-four miles westward to Lake Placid. This journey brings the traveler into the very heart of the

mountain and lake region. Following up the narrow valley of the Keene Branch, which flows into the Bouquet, the road crosses the divide under the brow of Mount Hurricane, and then descends into the romantic Keene valley, one of the loveliest regions in the whole Adirondack district. High mountains rise on every side, and in the south are seen the sharp, blue outlines of the Gothics. A single glimpse is had of the pyramid of Mount Marcy while descending the hill east of Keene. Nothing can be finer than the view southward up the east branch of the Ausable River. A broad, green valley, with a clear, meandering stream, is bordered by forest-clad hills, which farther back assume gigantic proportions; while in the distance are serrated ridges of blue mountains, forming a group of shapely peaks. Continuing beyond Keene, the road enters a deep and narrow pass under the steep cliff of Pitch-off Mountain. On the left are Edmund's Ponds, two long, narrow, and very deep stretches of water; and the opposite wall, formed by Long Pond Mountain, is almost a sheer precipice for 1,000 feet or more. At one place a cascade shimmers in the sunlight high up on the tree-clad wall. The elevation of Pitch-off Pass is 2,038 feet. Beyond this lies the township of North Elba, made famous as the home and last resting-place of John Brown. It was here that the hero of Osawatomie and Harper's Ferry established a colored colony in the old slavery days. The grave of John Brown is upon the bluff west of the main road, and is reached through a by-way.

Lake Placid is in the township of North Elba. It is a lovely sheet of water, surrounded by high mountains or high banks. A little village of summer hotels has sprung up near its southern extremity; and at the Grand View or Mirror Lake Houses the party will make its headquarters. At the opposite end of Lake Placid, some five miles distant from the hotels, is Whiteface, one of the grandest of all the Adirondack Mountains, which is visible from base to summit. The lake has an

elevation of 1,863 feet, and the mountain rises 3,008 feet higher. The lake is divided into two equal parts by Buck, Moose, and Hawk Islands. The view southward includes Mount Marcy (5,344 feet), Mount McIntyre (5,112 feet), and other noble mountain forms, together with the bold and clear-cut outlines of Indian Pass. There is no more picturesque outlook in the whole region than that afforded by the eminences on the shores of Lake Placid. The beautiful lake and the distant fringe of blue mountains, with the nearer form of Whiteface, remind one of the romantic views across the Swiss lakes. Our stop at Lake Placid will extend through three full days, with a departure on the fourth day. This sojourn will give opportunities for boating on the lake and other recreations; and the return tickets from this point will be good for a much longer time, so that persons who desire to make a more prolonged visit, or who wish to penetrate farther into the lake region, can do so. On one of the days of the stay there will be a carriage ride to Adirondack Lodge, nine miles distant. This is a beautiful retreat on the shores of Clear Lake, in the heart of the wilderness. The proprietor, Mr. Henry van Hoevenbergh, owns 640 acres, and carefully preserves the grand old forests in all their native beauty. The Lodge is a large and handsome log structure, tastefully built and elegantly furnished. Mount Jo, or "The Bear," is a neighboring mountain which is easily climbed. From the summit, splendid views are had of Mounts McIntyre, Marcy, Colden, Wallface, Whiteface, etc. Either going or returning, a visit will be paid to John Brown's grave.

Leaving Lake Placid by stage in the forenoon of Wednesday Sept. 18, the party will journey to Saranac Lake, about eleven miles distant. Seven miles from the starting point is the Ray Brook House, of which Mr. Duncan Cameron is proprietor, one of the most famous of the Adirondack hotels. It is situated in the midst of a rich trouting region, and is a favorite stopping-place for anglers and tourists generally.

We shall halt at the Ray Brook House for dinner, and then continue our ride to Saranac Lake station, where we shall take the cars of the Chateaugay Railroad, at an early afternoon hour, for the farther journey to Plattsburg, from whence we go over the Delaware & Hudson Canal Company's line to Port Kent. The Chateaugay road is seventy-three miles in length, and provides a new and very desirable route to the very heart of the Adirondack region. Bloomingdale, Round Pond, Loon Lake, Lyon Mountain, Chazy Lake, and Dannemora are among the points on this line, and there are stage and boat connections with several celebrated resorts.

From Port Kent there will be a short stage ride to the Lake View House, which stands near the famous Ausable Chasm. The ensuing forenoon will be passed in an inspection of this wonderful freak of nature. The chasm proper is about two miles in length, and a portion of this will be traversed by boat.

Leaving the Lake View House at 2.30 P. M. on Thursday, the party will proceed by stage to Port Kent, three miles distant, and thence, by the steamer "Chateaugay," across Lake Champlain to Burlington, Vt. At Burlington, connection will be made by special arrangement with a train on the Central Vermont Railroad for Rutland, and the latter point will be reached after a pleasant railway ride of three hours. The night will be passed at the Bardwell and Bates Houses, and the ensuing morning the parties will leave Rutland, *via* the Central Vermont Railroad, and proceed to Boston.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, Sept. 9. — Leave Boston at 4.00 P. M. *via* the Providence line, from the station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue. On arrival at the station members of the party should check their baggage to Saratoga *via* Providence line and Hudson River Day line. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every

trunk, valise, and other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P. M.; go on board steamer "Massachusetts;" supper and stateroom berths furnished; leave Fox Point at 7.45 P. M.

TUESDAY, Sept. 10. — Arrive in New York (pier 29, North River) at 7.00 A. M.; breakfast on the Providence Line steamer; transfer by annex boat to pier 39, and at 8.40 A. M., leave New York on steamer "New York" of the Hudson River Day line; dinner on board the steamer; arrive at Albany 6.10 P. M., connecting with a train from the steamboat wharf *via* the Delaware & Hudson Canal Company's Railroad, and arriving at Saratoga 8.00 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M. visiting Saratoga Lake, Woodlawn, and the principal springs.

THURSDAY, Sept. 12. — Omnibus transfer from Congress Hall to the Delaware & Hudson Canal Company's station, and leave Saratoga at 8.15 A. M. *via* said line; arrive at Caldwell 9.35 A. M.; leave Caldwell 9.40 A. M. on one of the Champlain Transportation Company's steamers for trip on Lake George; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.20 P. M.; leave Fort Ticonderoga on steamer "Vermont," Captain George Rushlow, for trip on lake Champlain; dinner on board the steamer; arrive at Westport, N. Y., 3.30 P. M., thence by O. Kellogg's Stage line to Elizabethtown, arriving about 5.30 P. M.; stop at the Windsor, O. Kellogg, proprietor.

FRIDAY, Sept. 13. — At Elizabethtown.

SATURDAY, Sept. 14. — Leave Elizabethtown by Agnew Brothers Stage line at 8.00 A. M.; dinner at the Cascade House, Cascadeville, Messrs. Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View House, Henry Allen, proprietor, or the Mirror Lake House, Isham Brothers, proprietors.

SUNDAY, Sept. 15. — At Lake Placid.

MONDAY, Sept. 16. — At Lake Placid.

TUESDAY, Sept. 17. — At Lake Placid; Carriage ride to Adirondack Lodge, Henry van Hoevenbergh, proprietor, visiting John Brown's grave on the way; lunch at Adirondack Lodge.

WEDNESDAY, Sept. 18. — Leave Lake Placid by stage at 9.00 A. M.; dinner at Ray Brook House, Duncan Cameron, proprietor; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at Plattsburg 7.00 P. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by stage from that point to the Lake View House, Ausable Chasm.

THURSDAY, Sept. 19. — At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by stage at 2.30 P. M.; connect with steamer "Chateaugay" at Port Kent, and leave there at 3.15 P. M.; on arrival at Burlington, take train on Central Vermont Railroad (Rutland Division), and arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell and Bates Houses.

FRIDAY, Sept. 20. — Leave Rutland *via* Central Vermont Railroad, 6.45 A. M; arrive in Boston (Fitchburg Railroad station) 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY-FIVE DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Rutland, Vt.; stateroom berths on steamer "Massachusetts"; incidental meals on steamer "Massachusetts," "New York," and "Vermont," at Adirondack Lodge, and the Ray Brook House; carriage rides at Saratoga and Lake Placid; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

The tickets returning from Lake Placid will be good until October 1.

Tickets for this excursion must be taken on or before Friday, September 6, three days previous to the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 9, 1889.

Leaving Boston Monday, Sept. 9, and Returning Saturday, Sept. 21.

New York, Hudson River,

TRENTON FALLS,

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, the Crawford House, and the White Mountain Notch. A Thirteen Days' Trip over the most Romantic Routes of Travel and to some of the most Attractive Points of Interest in New York, Canada, and New England.

Price of Tickets (all Traveling Expenses Included), - - $75.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THE ninth of our autumn excursions is a comprehensive tour through a large portion of New York, Canada, and New England, with halts at numerous points of picturesque interest and at places of historic importance. It is a new combination of routes, and one that is sure to commend itself to the traveler who seeks summer recreation. A large part of the journey will be by water.

The party will leave Boston by the Providence line at 4.00 P. M. Monday, September 9, taking the cars at the station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue, and proceeding to Fox Point, Provi-

dence, from whence the voyage down Providence River, out through Narragansett Bay and across Long Island Sound, will be made on the fine steamer "Massachusetts." The approach to New York through East River, which affords such a magnificent panorama of the metropolis and its neighbors, will occupy the morning hours. After breakfast on the steamer there will be a transfer to the Hudson River Day line boat for the farther trip up the noble "American Rhine." This delightful journey takes the entire day, and dinner will be furnished on the steamer. The boat will reach Albany, the handsome capital of the Empire State, soon after six o'clock, and the passengers will be transferred to the Hotel Kenmore, where they will remain until Wednesday morning, when they will take a train on the New York Central & Hudson River Railroad for Utica and Trenton Falls. The party will thus have a daylight ride up the pleasant Mohawk valley. Utica is ninety-five miles from Albany, and Schenectady, Amsterdam, and Fonda are on the way thither. From Utica to Trenton Falls our route lies over the Utica line of the Rome, Watertown & Ogdensburg Railroad. The train will be due at Trenton Falls shortly before one o'clock, and there will be a stage transfer from the station to Moore's Hotel, where the party will remain until Thursday morning.

The falls are five in number, and are situated upon West Canada Creek, an affluent of the Mohawk. They are not grand in the same sense that the gigantic cataract of Niagara is grand, but in picturesqueness and romantic beauty America has nothing finer. Their peculiar charms have inspired many eminent writers. A delightful path through an old forest leads from the hotel to the stream, and along its brink to the several vantage points. The walls are in places perpendicular, and from 70 to 200 feet high, the stream having carved its way through the Trenton limestone. The chief falls are Sherman Fall, High Falls, Mill Dam Fall, and the Cascade of the Alhambra;

and just above the latter is the worn mass known as Rocky Heart. Prospect Falls, the fifth and least interesting of the series, are three miles from the hotel.

Thursday morning there will be a transfer to the station, and the party will resume its journey northward over the Utica and Clayton lines of the Rome, Watertown & Ogdensburg Railroad. The road leads along the western verge of the Adirondack region, and through a picturesque section of New York. Not far from Boonville, which is seventeen miles north of Trenton Falls, is situated the famous "John Brown Tract," purchased in 1792 by John Brown, a wealthy gentleman of Providence, R. I., for the purpose of founding colonies. The tract, embracing 210,000 acres, was divided into eight townships, denominated Industry, Enterprise, Perseverance, Unanimity, Frugality, Sobriety, Economy, and Regularity; but the colonization scheme failed in spite of its commendable nomenclature. The John Brown here alluded to should not be confounded with the hero of Osawatomie and Harper's Ferry, who had his home in another part of the Adirondack region (at North Elba), and who is buried there.

At Clayton the passengers will transfer to the steamer lying at the dock adjoining, and there will be a short sail through a part of the Thousand Islands district to Alexandria Bay. Here, at the Thousand Islands House and the Crossmon House, both of which are charmingly situated near the shore and with a fine outlook upon the numerous islands, the party will remain through the ensuing day. There will thus be an opportunity to enjoy the pastimes of this famous resort — fishing, boating, etc.

Saturday morning the party will leave Alexandria Bay for the famous trip by steamer down the St. Lawrence River. This journey takes the passengers through the remaining part of the Thousand Islands region, and over all the rapids of the great river of the North. Dinner will be served on the boat; and Montreal, which is situated just below the Lachine Rapids, the last and most exciting of the series, will

be reached at 6.30 P. M. Sunday and Monday will be passed in the attractive Canadian metropolis, the visitors making their headquarters at the magnificent Windsor Hotel. There will be a carriage ride Monday morning, with visits to the most interesting parts of the city, the principal churches and public buildings, the elevated Park on Mount Royal, and the Grey Nunnery.

Leaving the Windsor Hotel in time to take the Quebec steamer at 7.00 P. M., the party will proceed down the St. Lawrence River to Quebec, 180 miles distant. Arriving at Quebec about seven o'clock Tuesday morning, the passengers will be transferred to the St. Louis Hotel and Russell House, which will be made the abiding-places of the visitors until the succeeding afternoon. In the course of a carriage ride which will occupy half a day, the most interesting parts of Quebec and its handsome suburbs will be visited. The carriage excursion will include a trip to the Falls of Montmorenci, as well as visits to the Citadel, the Plains of Abraham, etc.

After dinner Wednesday there will be an omnibus transfer from the hotels to the Quebec Central ferry, and a train will be taken on the Point Levis side of the St. Lawrence for Newport, Vt., *via* Sherbrooke. Supper will be provided at Sherbrooke. The Quebec Central Railway extends to that point, and the farther journey will be over the Passumpsic Division of the Boston & Lowell system. Newport will be reached at 10.45 P. M.

Thursday will be spent at Newport, which is delightfully situated on the shores of the beautiful Lake Memphremagog. In the afternoon there will be a steamer excursion on the lake, the boat going over the most picturesque parts of this lovely sheet of water. The bold, rock-bound shores and numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest, and the distant blue peaks serve to heighten the charms of this delightful lake. The boat will return to

Newport in the early evening. During the sojourn at Newport the party will make its headquarters at the well-known Memphremagog House.

On Friday the party will depart at 1.10 P. M. by rail for the Crawford House, which will be reached between four and five o'clock. There will be a halt for the night at this popular hotel. The Crawford is in the very heart of the White Mountains; and all the places of interest, including the summit of Mount Washington, Jefferson, Bethlehem, the Profile House, Twin Mountain House, Fabyan House, etc., can easily be reached therefrom, or from connecting points near at hand. As the return tickets are good for subsequent dates, an extended round of the mountain region can be made if desired.

Leaving the Crawford House Saturday morning, there will be a railway ride through the Grand White Mountain Notch, and southward therefrom over the Northern Division of the Boston & Maine Railroad through North Conway, etc. Lunch will be provided at Wolfboro Junction, and the party will reach Boston (station of the Boston & Maine Railroad, Eastern Division, Causeway street) at 3.50 P. M.

ITINERARY.

MONDAY, Sept. 9.— Leave Boston by the Providence Line at 4 P. M. from the station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue. On arrival at the station members of the party should check their baggage to Albany *via* the Providence Line and the Hudson River Day Line. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, 5.20 P. M., and go on board the steamer "Massachusetts;" supper and stateroom berths furnished; leave Fox Point 7.45 P. M.

TUESDAY, Sept. 10.— Arrive in New York (pier No. 29, North River) at 7.00 A. M.; breakfast on board the steamer "Massachusetts;" transfer by annex boat to pier 39, and leave New York at 8.40

A. M. on steamer " New York," of the Hudson River Day Line; dinner on board the boat; arrive in Albany 6.10 P. M.; omnibus transfer to the Hotel Kenmore.

WEDNESDAY, Sept. 11.— Omnibus transfer from the hotel to the station of the New York Central & Hudson River Railroad, and at 8.25 A. M., leave Albany by said line in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.35 P. M.; arrive at Trenton Falls at 1.09 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, Sept. 12.— Stage transfer from Moore's Hotel to the station, and leave Trenton Falls at 7.15 A. M. *via* Rome, Watertown & Ogdensburg Railroad, arrive at Clayton 11.15 A. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 12.35 P. M.; stay at the Thousand Islands House and the Crossmon House.

FRIDAY, Sept. 13.— At Alexandria Bay.

SATURDAY, Sept. 14.— Leave Alexandria Bay at 7.30 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids; dinner on board the steamer; arrive at Montreal 6.30 P. M.; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, Sept. 15.— At Montreal.

MONDAY, Sept. 16.— At Montreal. Carriage ride in the forenoon, visiting the principal churches. Mount Royal Park, the Grey Nunnery, etc.; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; supper and stateroom berths furnished.

TUESDAY, Sept. 17.— Arrive in Quebec at 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, Sept. 18.— At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 2.15 P. M. leave by said line; supper at Sherbrooke; thence over Passumpsic Division of the Boston & Lowell system to Newport, Vt., arriving at 10.45 P. M.; to the Memphremagog House.

THURSDAY, Sept. 19.— At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, Sept. 20.— At Newport, leaving by rail at 1.05 P. M.; arrive at the Crawford House, White Mountains, 4.55 P. M.; remain over night at the Crawford House.

SATURDAY, Sept. 21.— Leave Crawford House 9.48 A. M.; arrive at Wolfeboro Junction 12.15; lunch at station dining-room; arrive in Boston (Boston & Maine Railroad, Eastern Division, station on Causeway street) 3.50 P. M.

The price of tickets for the excursion will be SEVENTY-FIVE DOLLARS. This sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* stateroom berths on the Providence line and between Montreal and Quebec; omnibus, carriage and stage transfers at Albany, Trenton Falls, Montreal, and Quebec; carriage drives in Montreal and Quebec; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Price of tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

The return tickets from Newport to Boston will be good until October 1.

Persons desirous of joining this excursion party should register and procure their tickets on or before Friday, September 6.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

Autumn Excursion No. 10, 1889.

Leaving Boston Tuesday, Sept. 10, and Returning Wednesday, Sept. 18.

Montreal, Quebec,

THE PICTURESQUE SAGUENAY RIVER,

The Falls of Montmorenci, and Lake Memphremagog. A Nine Days' Trip through the Lake and Mountain Regions of New England, and an Extended Tour through the Most Picturesque Regions of Canada.

Price of Tickets (all Traveling Expenses Included), . . $55.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

THE grandly picturesque region of the Saguenay River forms the chief objective point in our tenth autumn tour. The scenery upon the Lower St. Lawrence and its great tributary, the Saguenay, is upon the same stupendous scale that has made the great river of the Pacific Northwest, the Columbia, so famous. Bold cliffs rise to great heights, while a deep river rolls in shadows at their base. The romantic St. Lawrence is a fitting prelude to the grander Saguenay, where the voyager sails over fathomless depths, between giant walls, and amid scenes of primitive wildness and solitude. On the way to or from this region the traveler passes through two very interesting Canadian cities — Montreal and Quebec — and also through a charming section of Northern New England. Both Vermont and New Hampshire are traversed

for nearly or quite their entire length, and a sojourn is made on the shores of beautiful Lake Memphremagog.

The party will leave Boston Tuesday, September 10, at 8.30 A. M., from the Boston & Lowell station, and proceed to Montreal over the Central Vermont line. The ride takes the passenger through Lowell, Nashua, Manchester, and Concord. From the latter city, the capital of the Granite State, the route lies over the Northern Railroad; and at one point Kearsarge Mountain is only a few miles distant. At White River Junction, Vt., where we enter upon the Central Vermont line, we stop for dinner. The ride northward is through an exceedingly picturesque part of the Green Mountain State. We pass near Montpelier, the State capital, but not directly through it, and at Burlington approach the shores of Lake Champlain, across which the Adirondack Mountains, in New York, are seen. Both Burlington and St. Albans are upon the borders of the lake. From the latter point the road passes into Canada and to the flourishing town of St. Johns; and from thence to the Canadian metropolis, a distance of twenty-seven miles, we pass over the line of the Grand Trunk Railway, crossing the St. Lawrence River on the great Victoria Bridge, just before reaching Montreal.

On their arrival in Montreal the passengers will be transferred to the elegant Windsor Hotel, on Dominion square, where they will remain through Wednesday and Thursday. There will be a carriage ride Wednesday forenoon, with visits to the principal churches and points of interest within the city. The beautiful park at the summit of Mount Royal, and the Grey Nunnery (or L'Hôpital General des Sœurs Grises) will be visited, and the ride will, in fact, take the visitors through every section of Montreal. Among the church edifices worthy of attention are the French Cathedral of Notre Dame, which was built in imitation of its Paris namesake, and holds over

10,000 people, on Notre Dame street; the handsomely decorated Church of the Jesuits, on Bleury street; Christ Church Cathedral, on St. Catherine street; the new and beautiful Church of Notre Dame de Lourdes, on St. Catherine street; the ancient Church of Notre Dame de Bonsecours, on St. Paul street; and the partly constructed St. Peter's Cathedral, near Dominion square. The towers of Notre Dame, one of which may be ascended, are 220 feet in height. Among the prominent public buildings are several bank edifices and the Post Office, on St. James street; the Court House and New City Hall, on Notre Dame street; the Bonsecours Market, on St. Paul street; Ste. Anne's Market, on Foundling street; the Custom House, at Foundling and Common streets; the Young Men's Christian Association Building, on Victoria square; and the Hotel Dieu, McGill College, College of Montreal, and the Exhibition structures, near the mountain. The statue of Her Majesty, the Queen, which ornaments Victoria square; the Nelson monument, at the head of Jacques Cartier square; and the substantial docks, crowded with ocean steamers and sailing craft, are also objects of interest. The Grey Nunnery comprises an extensive group of buildings on Dorchester and Guy streets. The view from Mount Royal includes the entire city, the river and its islands, the Victoria Bridge, and a large extent of country, with Belœil, Boucherville, and other distant mountains. To the list of prominent edifices should be added the Windsor Hotel, which is one of the finest establishments of its kind in America.

At 7.00 P. M. on Thursday, the party will leave Montreal for Quebec on one of the fine steamers of the Richelieu & Ontario Navigation Company's Line. The morning approach to the city of Quebec, which is picturesquely situated upon the cliffs several hundred feet above the river, is one of the salient features of this trip. On reaching Quebec at 7.00 A. M. Friday, the passengers will at once go on board the Saguenay

steamer, which sails as soon as the Montreal boat arrives. Soon after leaving Quebec the Isle of Orleans is reached, and across the River near this point are seen the Falls of Montmorenci. Below the Isle of Orleans are Grosse Isle, the quarantine station, the Isle aux Coudres, and other islands. Cape Tourment is a bold promontory which rises on the north shore to the height of about 2,000 feet, and below that point the scenery assumes a very wild aspect. Baie St. Paul and Murray Bay are summer resorts for Montreal and Quebec people. The Pilgrim Islands, some ten miles below Murray Bay, consist of a remarkable group of rocks, which are visible at a great distance. Riviere du Loup is a large town upon the south shore, and six miles below it is the watering-place of Cacouna. From the former the boat steams across the St. Lawrence to Tadousac, another summer resort, situated at the mouth of the Saguenay.

This latter place was formerly an important post of the Hudson Bay Company. Here, too, was the residence of Père Marquette, the explorer of the Mississippi Valley. Near the hotel is a quaint little church built in the early part of the last century in place of an older edifice. Mr. Murray has laid some of the most thrilling scenes of his beautiful story, "The Doom of Mamelons," on the banks of the Saguenay and near Tadousac. We now enter the great rock gorge through which pour the unfathomable floods of the mountain-shadowed river of the North. The Saguenay seems to occupy a rift through the Laurentian Mountains, extending a distance of 130 miles, from Lake St. John to the St. Lawrence. Eleven rivers pour their waters into Lake St. John. For ninety miles the Saguenay is a deep, and for much of the way a fathomless gulf, with steep, precipitous walls on either side. The continuous ridges rise 1,000 and 1,500 feet, while mountain peaks shoot up still higher. Capes Eternity and Trinity are two mighty headlands which guard the entrance to Eternity Bay. The latter rises almost perpendicularly from the water to the height of 1,700 feet. The

Tableau Rock is a great cliff that might have been carved by Titans. Landings are made at Ha! Ha! Bay and Chicoutimi. The voyage up the Saguenay is generally made at night, and the return by day, so that none of the wonderfully grand and impressive scenery is lost to the tourist.

The return voyage will occupy Saturday and Saturday night, and the passengers will awake near Quebec Sunday morning. The ancient city presents a very striking appearance from the river; the steep cliffs crowned by the walls of the Citadel, the quaint buildings, and the glistening spires, domes, and roofs, forming a picture essentially foreign, which the groups of "carters," with their *caleches* and other strange vehicles met with at the docks, only serve to heighten. Sunday and the greater part of Monday will be passed in this quaint town of the olden time, the visitors making the St. Louis Hotel and the Russell House their places of abode. One of the features of the visit will be a carriage ride Monday morning to points that are distant from the hotel. Quebec is unique in its every aspect, and of especial interest to the American visitor. It is more European in character than American, and of an ancient European type which has suffered few changes. The upper town is surrounded by a massive and frowning wall of hewn stone nearly three miles in length, and five gateways formerly communicated with the inclosed part of the city. From the lofty Citadel, or from the magnificent promenade known as Dufferin Terrace, the beholder looks down upon a curious scene of activity. The Citadel covers some forty acres, and was long considered an impregnable fortress. The Plains of Abraham, and the precipitous bluffs scaled by the intrepid Wolfe and his brave soldiers in that famous surprise and victory of 1759, are near at hand. Point Levis, on the opposite bank, is where Arnold and his little army rendezvoused in 1775, after their memorable march through the wilderness. The Governor's Garden, or garden of the fortress, contains a monument

sixty-five feet in height, which was erected to the memory of those two brave commanders, Wolfe and Montcalm. The Basilica, or French Cathedral, contains some fine paintings by eminent artists. The Seminary Chapel adjoining, which contained a large and valuable collection of paintings, was destroyed by fire, with all its contents, a few years ago. The Falls of Montmorenci are six miles from the city; and the drive thither, out through Beauport, one of the prettiest suburbs of the city, is delightful. The falls have a descent of 240 feet, and near them was fought the nearly disastrous battle which preceded Wolfe's final victory on the Plains of Abraham.

After dinner on Monday, there will be an omnibus transfer from the hotels to the Quebec Central Railway ferry; and at 2.15 P. M. a train will be taken on said road, on the Point Levis side of the St. Lawrence, for Sherbrooke, Can., and thence over the Passumpsic Railroad for Newport, Vt. Supper will be provided at Sherbrooke, and Newport will be reached at 10.45 P. M.

From Monday night until Wednesday morning the party will sojourn at the Memphremagog House, which is delightfully situated on the shores of the lake of the same name. On Tuesday there will be a steamboat excursion on the lake, the steamer going as far as Georgeville, and over the most picturesque parts of this sheet of water. The bold, rock-bound shores, numerous wooded islands, the shadowing summits of lofty mountains, with their slopes of luxurious forest and the distant blue peaks, serve to heighten the charm of the lake.

Leaving Newport Wednesday morning at 8.45, the party will resume its journey over the Passumpsic Railroad, which forms a part of the Boston & Lowell Railroad system, southward, *via* St. Johnsbury, Wells River, Warren, and Plymouth. Dinner will be provided at the Pemigewasset House, Plymouth, and the train will reach Boston at 5.00 P. M.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, Sept. 10.— Leave Boston & Lowell Railroad station, Causeway street, at 8.30 A. M., and proceed northward by the line of the Central Vermont Railway. Members of the party on arrival at the station should check their baggage to Montreal. The checks will be taken up on the train. Baggage tags (furnished with each excursion ticket) should be inscribed with the owner's name and home address, and then attached to each trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at White River Junction, Vt., 1.35 P. M.; dinner at station dining-rooms; arrive at Montreal 8.40 P. M. omnibus transfer to the Windsor Hotel.

WEDNESDAY, Sept. 11.— At Montreal. Carriage ride during the forenoon, visiting the principal churches, the Grey Nunnery, Mount Royal Park, etc.

THURSDAY, Sept. 12.— At Montreal. Omnibus transfer to the steamboat landing, and at 7.00 P. M. leave Montreal on one of the steamers of the Richelieu & Ontario Company's line; stateroom berths furnished.

FRIDAY, Sept. 13.— Arrive at Quebec 7.00 A. M.; transfer at once to the Saguenay steamer, and start upon the trip down the St. Lawrence and up the Saguenay.

SATURDAY, Sept. 14.— On the Saguenay.

SUNDAY, Sept. 15.— Arrive at Quebec 7.00 A. M.; omnibus transfer to the St. Louis Hotel and the Russell House.

MONDAY, Sept. 16.— In Quebec. Carriage ride, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.; omnibus transfer from the hotels to the ferry of the Quebec Central Railway and at 2.15 P. M. leave by said line; supper at Sherbrooke; thence over the Boston & Lowell Railroad (Passumpsic Division) to Newport, Vt., arriving at 10.45 P. M.; stop at the Memphremagog House.

TUESDAY, Sept. 17.— At the Memphremagog House. Steamboat excursion on Lake Memphremagog.

WEDNESDAY, Sept. 18.— Leave Newport 8.40 A. M. *via* Boston & Lowell Railroad; arrive at Plymouth 12.33 P. M.; dinner at the Pemigewasset House; leave Plymouth 1.05 P. M.; arrive in Boston 5.00 P. M.

The price of tickets for the entire trip from Boston back to Boston is FIFTY-FIVE DOLLARS. This sum covers all transportation by rail and steamers; hotel accommodations and incidental meals at White River Junction (Vt.), Montreal, Quebec, Sherbrooke, Newport (Vt.), and Plymouth (N. H.); meals and stateroom berths on the Saguenay steamer; stateroom berths on the St. Lawrence steamer; the steamboat excursion on Lake Memphremagog; carriage rides at Montreal and Quebec; transportation, transfer, and care of all checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return tickets from Newport to Boston are good until October 1.

Tickets for this excursion must be taken on or before Saturday, September 7, three days in advance of the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 12, 1889.

Leaving Boston Tuesday, Sept. 10, and Returning Saturday, Sept. 14.

A Charming Trip of Five Days over the Hoosac Tunnel Route to

SARATOGA,

and thence to Lake George, Lake Champlain, and Ausable Chasm, with a return via Burlington and Rutland.

Price of Tickets (all Traveling Expenses Included), - - $32.50.

Price of Tickets for Children between the ages of 5 and 12 years, $20.00.

EXCURSION NO. 12 is similar to No. 6, the exceptions being in the route to Saratoga and in the date of departure. The party will leave Boston Tuesday morning, September 10, and proceed over the picturesque Hoosac Tunnel route to the celebrated watering-place. The Fitchburg Railroad, which forms the eastern section of this popular railway route, extends through a picturesque part of Northern and Northwestern Massachusetts. The valleys of Miller's River and the Deerfield River disclose many charming views. At a distance of 135 miles from Boston the traveler enters the

famous Hoosac Tunnel, which was completed by the State of Massachusetts at a cost of $16,000,000. For a distance of four and three-quarters miles the railroad is carried beneath Hoosac Mountain. At the western end of the tunnel we emerge into the beautiful town of North Adams. The railroad continues along the picturesque valley of the Hoosac River, through a little corner of Vermont, and into New York State, where the country becomes less mountainous. Saratoga will be reached at 5.35 P. M., and there will be an omnibus transfer to Congress Hall.

The succeeding day will be passed at Saratoga, and there will be a carriage ride, with visits to the principal springs and other points of interest.

Thursday will be devoted to the varied and interesting trip from Saratoga to Ausable Chasm by the way of Lakes George and Champlain. The party will leave Saratoga by rail in the morning and proceed to Caldwell, where one of the Champlain Transportation Company's steamers will be in waiting. The trip across Lake George will occupy about three hours, and subsequently there is a delightful voyage down Lake Champlain of several hours. The boat reaches Port Kent between six and seven o'clock, after a large section of the lake has been traversed; and there is then a stage ride of three miles to the Lake View House, which stands near Ausable Chasm. Friday forenoon will be spent in an exploration of the famous chasm, with an exciting boat ride down through its wildest part, and a carriage ride back to the hotel.

Leaving the Lake View House after dinner, the party will return to Port Kent by stage, and, taking the steamer "Chateaugay," proceed to Burlington, Vt., and from thence over the Central Vermont Railroad (Rutland Division) to Rutland, where the night will be passed at the Bardwell and Bates Houses. Taking a train from Rutland Saturday morning, the passengers will reach Boston early in the afternoon.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, Sept. 10.— Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 10.45 A. M. On arrival at the station members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, Mass., 1.05 P. M.; dinner at station dining-rooms; arrive at Saratoga 5.35 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage drive between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, Sept. 12. — Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.15 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell on one of the steamers of the Champlain Transportation Company 9.40 A. M.; arrive at Baldwin 12.45, and thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.30 P. M.; dinner on board the steamer; arrive at Port Kent 6.15 P. M.; stage transfer to the Lake View House.

FRIDAY, Sept. 13. — Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House; dinner there; leave at 2.30 P. M. by stage for Port Kent, connecting with steamer "Chateaugay," and leaving Port Kent at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railway (Rutland Division); arrive at Rutland, Vt., 7.30 P. M., stay at the Bardwell and Bates Houses.

SATURDAY, Sept. 14. — Leave Rutland at 7.00 A. M.; arrive in Boston 2.03 P. M.

The price of tickets for the excursion is THIRTY-TWO AND A HALF DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Ausable Chasm, and Rutland; incidental meals at Athol and on steamer "Vermont;" carriage ride at Saratoga; boat ride and carriage ride at Ausable Chasm;

admission fee at the chasm; all care and transportation of checked baggage; services of conductors, etc.

Tickets for children between the ages of five and twelve years, TWENTY DOLLARS.

Return tickets, Burlington to Boston, will be good until October 1.

Tickets for this excursion must be taken on or before Saturday, September 7, three days previous to the date of starting.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION, No. 13, 1889.

Leaving Boston Tuesday, Sept. 10, and Returning Thursday, Sept. 19.

A Ten Days' Tour via the Hoosac Tunnel Route to SARATOGA, thence to Lake George, Lake Champlain, Ausable Chasm, and the

WHITE MOUNTAINS,

With visits to the Profile House, the Flume, Pool, Summit of Mt. Washington, Crawford House, Summit of Mt. Willard, White Mountain Notch, etc.

Price of Tickets (all Traveling Expenses Included), - - $60.00.

Price of Tickets for Children between the ages of 5 and 12, $45.00.

THE thirteenth tour in our September series is very similar to No. 7, except that the party leaves Boston, Tuesday morning, September 10, and proceeds to Saratoga by rail. The route is over the favorite Hoosac Tunnel Line, which takes the traveler through a delightful part of Northwestern Massachusetts, a little corner of Vermont, and a small section of the Empire State before the famous watering-place is reached. On the way, the train passes up the beautiful Deerfield Valley, and from thence to the Hoosac Valley through the famed Hoosac Tunnel. This gigantic work is the greatest of its kind in America, the tunnel being four and three-quarters miles in extent. The party will reach Saratoga at a seasonable afternoon hour, and make its headquarters at Congress Hall.

Wednesday will be passed at Saratoga, and a carriage ride will aid the visitors in inspecting the springs and other places of interest in and about the great watering-place. Thursday morning the party will leave Saratoga, first proceeding to Caldwell *via* the

Delaware & Hudson Canal Company's Railway, and from that point by steamer across Lake George, one of the most picturesque bodies of water in America. A short railway transfer takes us from the shores of Lake George to those of Lake Champlain, where the steamer "Vermont" is in waiting to carry us northward over the fair expanse of the larger body of water. Our steamboat journey ends at Port Kent, and a stage transfer brings us to the Lake View House, which stands delightfully above Lake Champlain, and at the entrance of the celebrated Ausable Chasm. The ensuing day, Friday, July 26, will be devoted to an inspection of the chasm and its surroundings; a boat ride down the river and a carriage ride back to the hotel forming a part of the programme.

The party will leave the Lake View House Saturday morning and journey by boat and rail across to the White Mountains *via* Burlington, Montpelier, Wells River, and Bethlehem Junction. The Profile House will be reached in the afternoon, and at this favorite mountain resort Sunday and a part of Monday will be passed. Monday morning will be devoted to a visit to the famous Franconia Flume, Pool, and Basin.

Leaving the Profile House at a convenient afternoon hour, the party will proceed by railway to the summit of Mount Washington, where the night will be passed. Tuesday morning there will be another short railway journey, the visitors descending the mountain to the Crawford House. The remainder of Tuesday and the whole of Wednesday will be passed at this popular hotel, and in inspecting the many objects of interest in its vicinity. A ride to the summit of Mount Willard will be one of the features of the visit.

Thursday morning the party will proceed to Boston, journeying over the picturesque route through the White Mountain Notch. Lunch will be provided at Wolfeboro Junction, and the train will reach Boston at 3.50 P. M.

ITINERARY.

TUESDAY, Sept. 10.— Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 10.45 A. M. On arrival at the station, members of the party should check their baggage to Saratoga. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol 1.05 P. M.; dinner at station dining-rooms; arrive at Saratoga 5.35 P. M.; omnibus transfer from station to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage ride between the hours of 9.00 A. M. and 1.00 P. M., visiting Woodlawn, Saratoga Lake, the Champion and Geyser Springs, etc.

THURSDAY, Sept. 12. — Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.15 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.50, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; leave Fort Ticonderoga on steamer "Vermont" at 1.30 P. M.; dinner on board the steamer; arrive at Port Kent 6.05 P. M.; stage transfer to Lake View House.

FRIDAY, Sept. 13. — Visit Ausable Chasm during the forenoon, taking boats through the chasm and carriages back to the Lake View House.

SATURDAY, Sept. 14. — Leave Lake View House by stage at 7.00 A. M., and Port Kent by steamer 7.35 A. M.; arrive at Burlington 8.40 A. M.; leave Burlington *via* Central Vermont Railway, 10.10 A. M.; arrive at Essex Junction 10.35 A. M.; lunch at Essex Junction; leave Essex Junction 11.38 A. M.; arrive at Montpelier 12.50 P. M.; leave Montpelier, *via* the Montpelier & Wells River Railroad, 1.10 P. M.; arrive at White Mountain Transfer (Woodsville, N. H.) 2.27 P. M.; leave, *via* White Mountain Division of Boston & Lowell Railroad, 2.55 P. M.; arrive at Bethlehem Junction 4.09 P. M.; leave, *via* Profile & Franconia Notch Railroad, 4.10 P. M.; arrive at Profile House 4.45 P. M.

SUNDAY, Sept. 15. — At the Profile House.

MONDAY, Sept. 16. — At the Profile House. Carriage ride in the morning, visiting the Flume, Pool, Basin, etc.; leave Profile House, *via* Profile & Franconia Notch Railroad, 3.35 P. M.; arrive at Bethlehem Junction 4.02 P. M.; leave Bethlehem Junction 4.09 P. M. and Fabyan's 4.35 P. M.; leave Base Station, *via*

Mount Washington Railway, 5.10. P. M.; arrive at summit of Mount Washington 6.30 P. M.; stay at Mount Washington Summit House.

TUESDAY, Sept. 17. — Leave Mount Washington 7.00 A. M., *via* Mount Washington Railway, and arrive at Fabyan's 8.50 A. M.; leave Fabyan's 9.09 A. M.; arrive at Crawford House 9.13 A. M.; in the forenoon, carriage ride to the summit of Mount Willard.

WEDNESDAY, Sept. 18. — At the Crawford House.

THURSDAY, Sept. 19. — Leave Crawford House, *via* Portland & Ogdensburg Railroad, 9.48 A. M., and proceed through the White Mountain Notch; arrive at Wolfeboro Junction 12.15 P. M.; lunch at station dining-rooms; arrive in Boston (Boston & Maine Railroad, Eastern Division, station in Causeway street) 3.50 P. M.

The price of tickets for the round trip from Boston back to Boston is SIXTY DOLLARS. This sum includes all transportation by rail, steamer, and stages; board and incidental meals at Athol, Saratoga, Ausable Chasm, Montpelier, Profile House, Mount Washington Summit House, Crawford House, Wolfeboro Junction, and on steamer "Vermont;" carriage rides at Saratoga, Ausable Chasm, Profile House, and Crawford House; admission fees and boat ride at Ausable Chasm; all transportation, transfer, and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

Return railway tickets are good from the Crawford House until October 1.

Tickets for this excursion must be taken on or before Saturday, September 7, three days in advance of the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 14, 1889.

Leaving Boston Tuesday, September 10, and returning Friday, September 20.

An Eleven Days' Trip through the

ADIRONDACK MOUNTAINS

And to Saratoga, Lake George, Lake Champlain, Ausable Chasm, Rutland, Vt., etc. Incidental visits to Elizabethtown, Keene Valley, Beautiful Lake Placid, (the Gem of the Adirondack Lakes), and Adirondack Lodge.

Price of Tickets (all Traveling Expenses Included), - - $60.00.

Price of Tickets for Children between the ages of 5 and 12 years, $45.00.

No. 14 in our list of autumn trips includes in the main the round of travel described in connection with No. 8, with the change of starting from Boston by the Hoosac Tunnel route, and proceeding at once to Saratoga, the programme of travel beyond that point being the same.

The party will leave Boston Tuesday morning, September 4, and proceed to Saratoga by the Hoosac Tunnel line, arriving there at an early afternoon hour. Wednesday will be passed at Saratoga; Congress Hall, one of the largest and finest of the great summer hotels, being our headquarters. In the morning between the hours of 9.00 A. M. and 1.00 P. M., there will be a carriage ride.

Leaving Saratoga by the Delaware & Hudson Canal Company's Railroad Thursday morning, the party will journey by rail to Lake George *via* Fort Edward, Glens Falls, and Caldwell. At the latter point the cars connect with the fine steamers of the

Champlain Transportation Company. The lower end of the lake will be reached at noon, and a short railway transfer will convey the passengers across to the shores of Lake Champlain. Dinner will be served on board the steamer "Vermont," on board of which we are to make our northward voyage on Lake Champlain as far as Westport, from whence a stage transfer will carry us to Elizabethtown. We remain at The Windsor, in that romantic town, through Friday and until Saturday morning. Leaving then by stage, we penetrate the beautiful mountain region, crossing the foot of the Keene valley, and reaching the shores of lovely Lake Placid in the afternoon.

Three days will be devoted to this charming resort, the party making the Grand View House and the Mirror Lake House its headquarters; and there will be ample opportunities for fishing, boating, and other sports. On one of the days there will be an excursion to Adirondack Lodge, one of the most romantic retreats in this picturesque region.

Leaving Lake Placid by stage Wednesday forenoon, September 18, we proceed to Saranac Lake, stopping *en route* at the popular Ray Brook House for dinner, and reaching the lake station in time to take the train for Plattsburg over the Chateaugay Railroad at an early afternoon hour. From Plattsburg the party will proceed over the Delaware & Hudson Canal Company's Railroad to Port Kent, and thence by stage to the Lake View House. Thursday forenoon will be devoted to an inspection of the wonders of the celebrated chasm.

Leaving the Lake View House at 2.30 P. M. on Thursday, the party will proceed by stage to Port Kent, three miles distant, and thence, by the steamer "Chateaugay," across Lake Champlain to Burlington, Vt. At Burlington connection will be made by special arrangement with a train on the Central Vermont Railway for Rutland, and the latter point will be reached after a pleasant railway ride of three hours. The night

will be passed at the Bardwell and Bates Houses, and the ensuing morning the party will leave Rutland *via* the Central Vermont Railroad, and proceed to Boston.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, Sept. 10. — Leave Boston from the Fitchburg Railroad station, Causeway street, at 10.45 A. M. On arriving at the station, members of the party should check their baggage to Saratoga *via* the Hoosac Tunnel line. The checks will be taken on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol 1.05 P. M.; dinner at the station dining-rooms; arrive at Saratoga 5.35 P. M.; omnibus transfer to Congress Hall.

WEDNESDAY, Sept. 11. — At Saratoga. Carriage drive between the hours of 9.00 A. M. and 1.00 P. M., visiting Saratoga Lake, Woodlawn, the Champion and Geyser Springs, etc.

THURSDAY, Sept. 12. — Omnibus transfer from Congress Hall to the station, and leave, *via* Delaware & Hudson Canal Company's Railroad, at 8.15 A. M.; arrive at Caldwell 9.35 A. M.; leave Caldwell, on one of the steamers of the Champlain Transportation Company, 9.40 A. M.; arrive at Baldwin 12.45, and from thence by rail to Fort Ticonderoga, arriving at 1.25 P. M.; go on board steamer "Vermont," Captain George Rushlow; dinner on board steamer "Vermont;" arrive at Westport, N. Y., 3.30 P. M.; thence by O. Kellogg's stage line to Elizabethtown, arriving about 5.30 P. M.; stop at The Windsor, O. Kellogg, proprietor.

FRIDAY, Sept. 13. — At Elizabethtown.

SATURDAY, Sept. 14. — Leave Elizabethtown by stage at 8.00 A. M.; dinner at Cascade House, Cascadeville, Weston & Otis, proprietors; arrive at Lake Placid in the afternoon; stop at the Grand View House, Henry Allen, proprietor, and the Mirror Lake House, Isham Brothers, proprietors.

SUNDAY, Sept. 15. — At Lake Placid.

MONDAY, Sept. 16. — At Lake Placid.

TUESDAY, Sept. 17. — At Lake Placid. Carriage ride to Adirondack Lodge, Henry van Hoevenbergh, proprietor, visiting John Brown's grave on the way. Dinner at Adirondack Lodge, and return to Lake Placid.

WEDNESDAY, Sept. 18. — At Lake Placid. Leave Lake Placid by stage at 9.00 A. M.; dinner at Ray Brook House, Duncan Cameron, proprietor; arrive at Saranac Lake in time to connect with train leaving by the Chateaugay Railroad at 3.45 P. M.; arrive at Plattsburg 7.00 A. M.; thence by Delaware & Hudson Canal Company's Railroad to Port Kent, and by stage from that point to Lake View House, Ausable Chasm.

THURSDAY, Sept. 19. — At Lake View House, Ausable Chasm. Visit the chasm, taking boats a portion of the way through and carriages back to the hotel; leave Lake View House by stage at 2.30 P. M.; connect with steamer "Chateaugay" at Port Kent, and leave there at 3.15 P. M.; arrive at Burlington, Vt., 4.30 P. M.; take train on Central Vermont Railroad (Rutland Division), and arrive at Rutland, Vt., 7.30 P. M.; stop at the Bardwell and Bates Houses.

FRIDAY, Sept. 20. — Leave Rutland, *via* Central Vermont Railroad, 7.00 A. M.; arrive in Boston 2.03 P. M.

The price of tickets for the entire trip from Boston back to Boston is SIXTY DOLLARS. This sum covers all transportation by rail, steamer, and stage; hotel accommodations at Saratoga, Elizabethtown, Lake Placid, Ausable Chasm, and Rutland, Vt.; incidental meals at Athol, Mass., on steamer "Vermont," at Adirondack Lodge, and at Ray Brook House; carriage rides at Saratoga, Lake Placid, and Ausable Chasm; excursion by boat through Ausable Chasm; admission fee at Ausable Chasm; all care and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FORTY-FIVE DOLLARS.

The tickets returning from Lake Placid will be good until October 1.

Tickets for the excursion must be taken on or before Saturday, September 7, three days previous to the date of leaving home.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 15, 1889.

Leaving Boston Tuesday, Sept. 10, and Returning Saturday, Sept. 21.

By the Hoosac Tunnel Line to Albany, and thence to

. . . . . TRENTON FALLS, ...

The Thousand Islands, St. Lawrence River and Rapids, Montreal, Quebec, the Falls of Montmorenci, Lake Memphremagog, the Fabyan House, and the White Mountain Notch. A Twelve Days' Trip to some of the most Attractive Points of Interest in New York, Canada, and New England.

Price of Tickets (all Traveling Expenses Included), - - $70.00.

Price of Tickets for Children between the ages of 5 and 12 years, $55.00.

THE fifteenth of our summer trips is similar to No. 9, except that the party leaves Boston Tuesday morning, September 10 (in the same train with Nos. 12, 13, and 14), and proceeds to Albany by rail. The route is through a picturesque section of Western Massachusetts and the adjacent part of New York. The valleys of the Miller, the Deerfield, and the Hoosac, as well as the famous tunnel itself, are passed through. From Mechanicville the party will go to Troy, and from thence through to Albany, six miles distant.

Tuesday night will be passed at the Hotel Kenmore, and there will be a daylight ride over the New York Central & Hudson River Railroad to Utica, and thence to Trenton Falls over the Utica line of the Rome, Watertown & Ogdensburg Railroad.

Trenton Falls will be reached Wednesday noon; and, as Moore's Hotel is to be made a sojourning place until Thursday morning, there will be ample time for a leisurely inspection of the falls and their picturesque surroundings. Leaving this region Thursday morning by rail, we shall proceed to Clayton, and there connect with the steamer for Alexandria Bay. After a short but most delightful trip through the Lake of the Thousand Islands, as this section of the St. Lawrence River is called, the hotels at Alexandria Bay will be reached in time for dinner. Friday will be passed at this delightful resort, the party staying at the Thousand Islands House and the Crossmon House.

Saturday will be devoted to the magnificent trip down the St. Lawrence River and through the rapids to Montreal. This voyage occupies the entire day, and includes the passage of all the rapids, including the Long Sault, the Cedars, the Split Rock, and the Lachine.

Sunday and Monday will be passed in Montreal, with headquarters at the elegant Windsor Hotel. Monday morning there will be a carriage ride to the various points of interest in and near the city. This excursion will include visits to the summit of Mount Royal, and to the Grey Nunnery. Leaving Montreal Monday evening by steamer, the party will descend the noble St. Lawrence River 180 miles farther, to Quebec. The latter city will be reached Tuesday morning. Tuesday and a large part of Wednesday will be passed in the old French capital, which is a never-failing source of delight to the stranger, on account of its unique character and its many interesting historic associations. The visitors will make their headquarters at the St. Louis Hotel and the Russell House (both establishments are under the same management), and there will be a carriage ride to the Plains of Abraham, the Falls of Montmorenci, and the various places of interest in and about the city.

Leaving Quebec after dinner on Wednesday, the party will proceed over the Quebec Central Railway to Sherbrooke, and thence over the Passumpsic Division of the Boston & Lowell Railroad system to Newport, Vt. The famous Memphremagog House will be a sojourning place through Thursday, and a steamboat excursion on the beautiful lake will be made a feature of the stay.

Friday, after dinner, the southward journey will be resumed, and our next halting place will be the popular Fabyan House, which is situated in the very heart of the White Mountain region. The party will return homeward from Fabyan's Saturday, but individuals who desire to prolong their stay in the mountain region can do so. Fabyan's is a convenient starting-point for all the famous mountain resorts, besides being one of the most favored of all the delightful places of summer retreat in the region of the White Hills. The railway ride from Boston to Albany and thence through to Clayton, N. Y., will be in Wagner drawing-room cars.

The excursion will be carried out in accordance with the following

ITINERARY.

TUESDAY, Sept. 10— Leave Boston from the Fitchburg Railroad station, Causeway street, by the Hoosac Tunnel line, 10.45 A. M. in Wagner drawing-room cars. On arrival at the station members of the party should check their baggage to Albany. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Athol, Mass., 1.05 P. M.; dinner at the station dining-rooms; arrive at Troy 6.55 P. M. and at Albany 7.25 P. M.; stay at Stanwix Hall.

WEDNESDAY, Sept. 11.— Leave Albany, *via* New York Central & Hudson River Railroad, at 8.25 A. M., in drawing-room cars; arrive at Utica 11.40 A. M.; leave Utica, *via* Utica line of Rome, Watertown & Ogdensburg Railroad, at 12.10 P. M.; arrive at Trenton Falls 12.55 P. M.; stage transfer from the station to Moore's Hotel.

THURSDAY, Sept. 12.— Stage transfer from Moore's Hotel to the station, and leave Trenton Falls *via* Rome, Watertown & Ogdensburg Railroad ; arrive at Clayton 11.50 A. M., and there connect with steamer for Alexandria Bay, arriving at the latter place at 12.55 P. M.; stay at the Thousand Islands House and the Crossmon House.

FRIDAY, Sept. 13.— At Alexandria Bay.

SATURDAY, Sept. 14.— Leave Alexandria Bay at 7.00 A. M. by steamer for Montreal, passing through the Lake of the Thousand Islands and over all the rapids ; dinner on board the steamer ; arrive at Montreal 6.30 P. M. ; transfer by Morey's omnibuses from the landing to the Windsor Hotel.

SUNDAY, Sept. 15.— At Montreal.

MONDAY, Sept. 16.— At Montreal. Carriage ride during the forenoon, visiting the principal churches, Mount Royal Park, the Grey Nunnery, etc. ; omnibus transfer from the Windsor Hotel to the steamer docks, and at 7.00 P. M. leave Montreal by boat for Quebec; supper and stateroom berths furnished.

TUESDAY, Sept. 17.— Arrive at Quebec at 7.00 A. M. ; omnibus transfer to the St. Louis Hotel and the Russell House; carriage ride during the forenoon, visiting the various places of interest in and about the city, including the Citadel, the Ramparts, Governor's Garden, the Basilica, Plains of Abraham, the Falls of Montmorenci, etc.

WEDNESDAY, Sept. 18.— At Quebec. Omnibus transfer from the hotels to the ferry of the Quebec Central Railway, and at 2.15 P. M. leave by said line ; supper at Sherbrooke ; thence over Passumpsic Division of the Boston & Lowell system to Newport, Vt., arriving at 10.45 P. M.; at the Memphremagog House.

THURSDAY, Sept. 19.— At the Memphremagog House. Steamboat excursion on Lake Memphremagog during the afternoon.

FRIDAY, Sept. 20.— At Newport. Leave by rail at 1.10 P. M. ; arrive at Fabyan's 4.30 P. M. ; remain overnight at the Fabyan House.

SATURDAY, Sept. 21.— Leave Fabyan's 9.35 A. M.; arrive at Wolfeboro Junction 12.15 ; lunch at station dining-rooms ; arrive in Boston (Boston & Maine Railroad, Eastern Division, station on Causeway street) 3.50 P. M.

The price of tickets for the excursion will be SEVENTY DOLLARS. The sum will cover all travel by railway and steamer in accordance with the foregoing itinerary; all hotel accommodations; meals *en route;* stateroom berths between Montreal and Quebec; omnibus and carriage transfers at Trenton Falls, Montreal, and Quebec; carriage drives at Montreal and Quebec; all transportation and transfer of checked baggage; the services of conductors; and, in brief, all needed expenses of the entire round trip from Boston back to Boston.

Price of tickets for children between the ages of five and twelve years, FIFTY-FIVE DOLLARS.

The return tickets from Newport to Boston will be good until October 1.

Persons desirous of joining this excursion party should register and procure their tickets on or before Saturday, September 7.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 17, 1889.

Leaving Boston Monday September 23, and Returning Tuesday, October 8.

New York, Philadelphia, Baltimore,

THE BATTLE-FIELD OF GETTYSBURG,

Blue Mountain House, Chesapeake Bay,

The Hygeia Hotel, Old Point Comfort, Fortress Monroe,

Richmond, the James River Valley, the NATURAL BRIDGE, LURAY CAVERNS, The Shenandoah Valley, Harper's Ferry, and WASHINGTON, D. C. A Grand Tour of Sixteen Days through some of the most Historic and Picturesque Sections of Pennsylvania, Maryland, Virginia, and West Virginia. The Journey from Jersey City to Baltimore and from Washington to Jersey City to be made in Pullman Palace Cars.

Price of Tickets (all Traveling Expenses Included), - - $85.00.

Price of Tickets for Children between the ages of 5 and 12 years, $50.00.

THE seventeenth excursion in our autumn list of tours embraces the principal features of one of the most popular in our September series, with several important additions. The time is well chosen for an excursion to the South, through which the route lies chiefly. The great battle-field of Gettysburg, Chesapeake Bay, Old Point Comfort and the region around Fortress Monroe, Richmond, the great Natural Bridge of Virginia, the wonderful Caverns of Luray, Harper's Ferry, and Washington go to

make up the remarkable list of places to be visited. For hundreds of miles the route lies through a region rich in associations connected with our country's early history, and with the late war. Scores of battle-fields, besides that of Gettysburg, are scattered along the way.

Leaving Boston Monday afternoon September 23, from the station of the Providence Division of the Old Colony Railroad, Park Square and Columbus Avenue, the party will first proceed to Fox Point, Providence, by rail, and from thence by steamer to New York. This is a delightful route, and the evening voyage down the Providence River and through Narraganset Bay, no less than the morning approach to New York furnishes an interesting panoramic view of shore scenery. After breakfast on board the boat, there will be a transfer to Jersey City, where a train will be taken on the Bound Brook route at 8.42 A. M.

This line,— made up between New York and Philadelphia of the Central New Jersey and the Philadelphia & Reading Railroads, with the extension of the Baltimore & Ohio Railroad beyond Philadelphia, — constitutes a new, direct and expeditious route from the Metropolis through to Baltimore, Washington and the West, as well as to Philadelphia. With a road-bed unsurpassed by any in the country, an equipment that cannot be excelled, and a prompt, safe and efficient service, the Bound Brook line deservedly holds a foremost place in the estimation of the traveling public. We traverse a picturesque section of New Jersey and Pennsylvania, passing through Elizabeth, Plainfield, Bound Brook, and several other populous places, and also several towns of historic interest in connection with the events of the Revolutionary period, At Yardley we cross the Delaware River, here a wide stream, on a high and commanding bridge. Reaching the suburbs of Philadelphia we go partly around the city in place of entering it at once, and approach the Baltimore & Ohio Railroad station

(Chestnut and Twenty-fourth street) through a section of Fairmount Park. Continuing from Philadelphia over the tracks of the Baltimore & Ohio Railroad, we pass through Chester, Wilmington, Newark and Havre de Grace, crossing the Susquehanna at the latter point by a magnificent and costly bridge, from which an extended view of the river and country is had. The Camden station, in Baltimore, will be reached at 1.40 P. M., and dinner will be served at the station dining-rooms before a transfer is made to the Fulton station of the Western Maryland Railroad. Taking a train on the latter road at 3.12 P. M., we traverse a pleasant section of Maryland and Pennsylvania, to Gettysburg, about seventy miles distant. Arriving at Gettysburg soon after six o'clock, the party will proceed to the Eagle Hotel. The succeeding day will be passed in an inspection of the battle-field. Carriages will be furnished by Messrs. Ziegler and Holtzworth for an extended round of the field.

The battle of Gettysburg, one of the greatest struggles at arms of our national conflict, occurred July 1, 2, and 3, 1863. Shortly after the sanguinary defeat of the National army at Chancellorsville, Va. (May, 1863), General Lee advanced rapidly into Maryland and Pennsylvania at the head of a compact army, the flower of the southern troops. The towns in the Cumberland valley fell in succession before the invading host, and consternation spread through the neighboring country. The army of the Potomac, which had been endeavoring to cover the cities of Washington, Baltimore, and Philadelphia, uncertain of the enemy's purposes, was drawn together to impede the progress of General Lee, and the clash of arms took place here. The battle was terrific, and its evidences are still visible. The Confederates for a time seemed masters of the ground; but the fight had a victorious ending for the National troops, with a great loss in killed and wounded on both sides. The number of men engaged is variously estimated, but the best accounts give 80,000 Nationals and 70,000 Confed-

erates. Some claim that 100,000 Nationals and 91,000 Confederates were engaged. The National loss in the three days' battle was 2,834 killed, 13,733 wounded, and 6,643 missing. The Confederate loss was 18,000 killed and wounded, and 13,620 prisoners. The Soldiers' National Cemetery contains several thousand bodies, eighteen northern States being represented. The National monument, an imposing memorial of Westerly granite, sixty feet high, stands in the centre of the lines of the dead. It is crowned by a colossal marble statue of Liberty, and there are four buttresses bearing colossal statues of War, History, Peace and Plenty. On the base of the monument are some of the grand words of President Lincoln, delivered here in November, 1863. Near the entrance to the cemetery is a semi-colossal bronze statue of Major-General Reynolds, who was killed while leading the First Corps in the battle. There are many monuments scattered over the battle field, — 166 altogether, — marking the chief positions of the different bodies of troops or the spots where prominent officers fell. Among the Massachusetts monuments are those erected by the First, Second, Seventh, Tenth, Eleventh, Twelfth, Thirteenth, Fifteenth, Eighteenth, Thirty-third, and Thirty-seventh regiments of infantry, the Third and Ninth batteries, the First Cavalry, and the Second Company of Andrew Sharpshooters. There is also a monument to the memory of Colonel Ward, of the Fifteenth Massachusetts Infantry.

The ride about the battle-field will afford a comprehensive view of the prominent points connected with the great events of the conflict, and the visitors will have the advantage of the companionship of Captain Long, the well-known guide, whose familiarity with the field, and succinct and accurate explanations of the movements of the two armies, serve to make the tour of Gettysburg intensely interesting.

On leaving Gettysburg we proceed by the new line of the Western Maryland Railroad across the mountains to Highfield, Pen-Mar, and the Blue Mountain House.

The road ascends a steep grade to Monterey Gap, at one time describing a great "Horse Shoe Bend," and the views at many points along the route are very picturesque. Pen-Mar is a noted picnic resort in the mountains, which derives its name from the first syllables of the two States on the borders of which it lies.

A mile beyond Pen-Mar, and upon the west slope of Blue Mountain, we are at our destination — the commodious and elegant Blue Mountain House. Perched upon the mountain-side, some 1,500 feet above the sea, the visitor gains a magnificent view of Cumberland valley, with far-away glimpses of the Potomac and Shenandoah valleys. High Rock, which is easily accessible from the hotel, is 500 feet higher, or 2,000 feet elevation from the sea level; and it is said the view from that point embraces 2,000 square miles of territory. The scene is magnificent beyond all description. Thousands of farms and numerous towns and villages are in view, the broad Cumberland valley being spread out before the beholder as if on a map. Among the large places seen are Hagerstown and Waynesboro'. Mount Quirauk (2,400 feet high), Brinkwood, and Ragged Edge are among the other points of interest in the vicinity.

Leaving the Blue Mountain House Thursday afternoon, we shall return to Baltimore over the Western Maryland Railroad, but by a different route than the one by which we came. We shall reach Baltimore in time to connect with the Bay Line steamer for the voyage down Chesapeake Bay. The distance from Baltimore to Old Point Comfort is about 160 miles, and the voyage affords a good night's rest to the passengers. The Bay Line has long been celebrated among tourists and travelers, not only for the attractiveness of its route, and its thoroughly excellent management, but also on account of the choice table provided for its passengers. The boats are large and commodious, and supply every possible comfort. This route connects Baltimore and Norfolk (with Old Point Comfort as an intermediate landing), and forms an important

link for northern and southern travel *via* the Norfolk & Western, the Newport News & Mississippi Valley, and other great southern and western railway lines. Both supper and breakfast will be provided on the steamer, and stateroom berths will also be furnished.

The steamer will reach Old Point Comfort at 7.00 A. M., and the approach thereto affords a grand view of Fortress Monroe. The party will take up its abode at the gigantic Hygeia Hotel, which is situated near the landing-place. At this celebrated resort we shall remain through Friday and Friday night. Old Point Comfort was thus designated by Captain John Smith and his companions in one of their early voyages of exploration about Chesapeake Bay, when, after tempestuously tossing in a little shallop in the outer bay, they found a haven here; and many another mariner has found that it is no misnomer. Mr. Phœbus, the founder of the magnificent Hygeia Hotel, and his worthy successor, Mr. Pike, have certainly done their part towards giving all due significance to the name. The hotel is one of the largest in the country (having accommodations for over 1,000 guests), and one of the most fashionable, drawing its visitors from both the North and the South. It enjoys the distinction of being both a summer and winter resort, the temperature being cool in summer and warm in winter. The Gulf Stream, which flows quite near the coast of Cape Henry and Cape Charles, is the great equalizer. Fortress Monroe, the largest fortification in the United States, is less than 100 yards from the hotel, which, in fact, is on the government reservation. Near at hand are Chesapeake City and the ancient town of Hampton, together with the National Home for Disabled Volunteer Soldiers (southern branch), the Hampton Normal and Agricultural Institute (the noble institution conducted under the direction of General S. C. Armstrong, for the education of colored and Indian youth), a national cemetery, and an ancient church. Fortress Monroe

covers about eighty acres, its form being that of an irregular hexagon, two sides of which look out upon the water, while four command the land approaches. A moat, from 75 to 150 feet wide, extends around the entire work. There are numerous finely shaded walks within the fort. The museum is open from 10.00 to 12.00 A. M. and from 1.00 to 5.00 P. M. Guard-mounting takes place at 8.30 A. M., and dress parade half an hour before sunset. Opposite Fortress Monroe is the artificial island known as the Rip Raps, where Fort Wool (formerly Fort Calhoun) remains uncompleted. As is well known, Fortress Monroe was of great importance to the Union cause during the late war. There was probably a fort of some kind here in the early colonial times. The present work was begun in 1817, and up to the outbreak of the Rebellion had cost the government $2,500,000. Jefferson Davis was a prisoner here for some time.

A carriage drive has been arranged, with a visit to the Soldiers' Home, the Hampton Normal Institute, and other points of interest. A splendid shell road leads from the point to the several institutions and to Hampton. The National Home for Disabled Volunteer Soldiers occupies a beautiful site by the water-side, and the grounds are laid out very handsomely. There are about 1,350 inmates at the present time. The main building was the Chesapeake Female College before the war. There are a number of fine buildings devoted to the use of the soldiers, including, of course, a well-filled hospital. There are also a billiard-room, theatre, and other means of amusement, library, reading-room, etc., and a well-organized steam fire department. The dining-room will accommodate 1,000 men at a sitting. The institution has a very useful adjunct in the shape of a well-tilled farm of 150 acres.

The National Cemetery, which will next be visited, is situated between the Home and the Normal School grounds. There are 5,674 Union and Confederate dead buried here. A granite obelisk, sixty-five feet in height, rises in the centre of the

grounds, and there is a chapel where the lamented Garfield delivered his last public address, about a month before he was assassinated.

We shall next direct our attention to the Hampton Normal and Agricultural Institute. This is not a government institution, but the outgrowth chiefly of private benevolence. Besides the home farm of 190 acres, there is a grain and grass farm of 600 acres about four miles from Hampton, which was given by Mrs. Hemenway, of Boston. Of the dozen or more edifices there are Virginia Hall, built partly through the efforts of the Hampton students in a three years' concert tour; the Stone Memorial building, given by Mrs. Valeria Stone, of Malden, Mass., and containing a well-appointed printing-office and other work-rooms; the Huntington Industrial Works, erected through the munificence of Mr. C. P. Huntington; Academic Hall; the Wigwam; Winona Lodge, etc. The school was opened in 1868, and Indian students were admitted in 1878. After graduation the students become teachers, and the demand for their services exceeds the supply. The school is under the direction of General S. C. Armstrong, who is aided by a faithful corps of teachers and workers. Near the institute buildings, and in reality a part of the institution, is the Butler Schoolhouse, built at the time of the war by General Butler for the education of the "contrabands."

To reach the town of Hampton we cross a creek. The famous Captain John Smith found an Indian village here, called Kecoughtan, in 1607, and for a long time the white settlement bore the same name. One of the earliest engagements of the Revolutionary war was the successful defence of the town against the attack of the British fleet. In 1813 it was captured by the British and given over to pillage. In August, 1861, the Confederate General Magruder ordered its destruction, to prevent it from falling into the hands of the Union troops. Every house except five was burned. The walls of

the old church (built between 1658 and 1660 to take the place of a still older place of worship) were left standing, and the edifice was rebuilt. The town now contains about 4,000 inhabitants, most of them colored.

Leaving Old Point Comfort Saturday morning, by the Newport News & Mississippi Valley Company's Railroad, we shall proceed *via* Hampton, Newport News, and Williamsburg to Richmond, seventy-five miles distant, arriving there at 11.05 A. M. There will be an omnibus transfer from the station to Ford's Hotel, which will be our headquarters until Monday morning.

Richmond, the capital of Virginia and one of the most beautiful and flourishing cities of the South, was settled as early as 1609 by a body of colonists sent out from Jamestown, incorporated in 1742, and became the seat of government in 1779. In the war of the Rebellion it became the seat of government of the Confederacy; and the "White House" occupied by President Jeff Davis, now a public school building, may be seen at the corner of Clay and Twelfth streets. Numerous other Confederate landmarks still exist about the city. The Capitol Park, containing, besides the Capitol and Governor's mansion, several beautiful statues, is in close proximity to Ford's Hotel. Saturday afternoon there will be a carriage ride, in the course of which the prominent points in the city and its vicinity will be visited. Among the many places and objects of interest in Richmond and its neighborhood are the following:—

The State Capitol, upon the brow of Shockoe Hill, and surrounded by a beautiful park containing statues, fountains, and pleasant walks. This building possesses great historic interest, since it has been used, not only for the meetings of the General Assembly of Virginia, but also for those of the Congress of the Confederate States. In the rotunda are Houdon's celebrated statue of Washington, and Hart's statue of Clay, lately removed from a pavilion in the park.

The State Library, containing about 30,000 volumes, occupies a part of this building.

MONUMENTS AND STATUES IN CAPITOL SQUARE.— The Washington Monument (designed by Thomas Crawford), surmounted by a large equestrian statue, is northwest of the Capitol. It is one of the most beautiful monuments in the country. On pedestals below the statue of Washington are statues of Thomas Jefferson, Patrick Henry, George Mason, John Marshall, Andrew Lewis, and Thomas Nelson, and a number of allegorical groups. A fine bronze statue of Stonewall Jackson, by Foley (presented to the State by an association of English gentlemen), stands near the Capitol.

The Governor's House, in the northeast corner of Capitol square.

The Jeff Davis Mansion, the "White House" of the Confederacy, now the Central Public School, corner of Clay and Twelfth streets.

General Lee's residence, No. 707 Franklin street, between Seventh and Eighth streets.

St. John's Episcopal Church, on Church Hill, corner Broad and Twenty-fourth streets. It was in this edifice that the Virginia Convention met in 1775 to decide the action of the colony, an occasion that led to Patrick Henry's celebrated speech containing the words "Give me liberty or give me death."

Monumental Church (upon the site of the old Richmond Theatre, destroyed by fire in 1811), Broad street, between Twelfth and College streets

The Medical College, in rear of Monumental Church.

Old Stone House (the oldest edifice in Richmond), north side of Main street, between Nineteenth and Twentieth streets.

Post Office and Custom House, Main street running back to Bank street between Tenth and Eleventh streets. Occupied during the war by the Treasury department of the Confederacy.

MILITARY PRISONS.— Libby Prison, corner of Carey and Twentieth streets. Castle Thunder, which formerly stood on the north side of Carey street, between Eighteenth and Nineteenth streets, was destroyed by fire a few years ago. Castle Lightning, on Lumpkin's Alley, between Broad and Franklin and Mayo and Sixteenth streets, was a prison for slaves before the war. Belle Isle, in the James River, near the Tredegar Iron Works, was used as a prison camp at the time of the war.

CEMETERIES.— Hollywood is situated on the western outskirts of the city, and is one of the most picturesque burial places in the country. There is a large granite monument in the form of a pyramid, which was erected in honor of 12,000 Confederate soldiers who lie buried here; and many distinguished sons of Virginia, including Presidents Monroe and Tyler, have also found here their last resting-places.

In Oakwood, 4 miles east of the city, 17,000 Confederate soldiers are buried. The National Cemetery, which contains the graves of many thousands of Union soldiers, is about two miles from the city on the Williamsburg road.

Monday morning there will be an omnibus transfer from the hotel to the station of the Richmond & Alleghany Railroad, and at 9.15 A. M. we shall leave by said line for a journey up the James River valley to the western section of the "Old Dominion." The distance to Natural Bridge station is 181 miles, and all the way the railway winds through the picturesque valley. A station bearing the quaint name of "Maiden's Adventure," thirty miles from Richmond, brings to mind an incident of the last century. The daughter of a pioneer who lived on the site of Goochland Court House, a mile distant from here, learned that the Indians intended crossing the river, which at this point is very deep, to massacre a number of the settlers. She determined to give them warning. She was alone at the time, her father having gone over the river to visit the settlers. Braving everything, she plunged into the muddy and deep water, and, after a hard struggle, reached the south side. Barefooted, she walked through briar and thistle to carry the tidings. She accomplished her mission, and saved the lives of many brave men. Ever since then this spot has been called Maiden's Adventure.

Lynchburg, 147 miles from Richmond, is a city of about 15,000 inhabitants. Like the capital of the Old Dominion, it is set upon a hill, or rather on a group of hills. It is an important railway centre and also a busy manufacturing point, sixty tobacco factories, two iron furnaces, and flouring mills being numbered among its industrial establishments. West of Lynchburg the valley contracts and the hills assume a more rugged aspect. The river breaks through the Blue Ridge at Balcony Falls, three miles east of the Natural Bridge station. Beside the river for much of the way is the old

dismantled James River and Kanawha Canal. There will be a short stage ride to the Natural Bridge Hotels, where we are to remain until Tuesday afternoon.

The Natural Bridge certainly deserves to be classed among the greatest wonders of our country, and yet it is one of which northern tourists know but little, except from the pictures in their old geographies. The bridge itself is a stupendous arch of limestone, spanning a deep cañon through which flow the waters of Cedar Creek. A road passes over it, and the traveler might cross the bridge many times without being aware of the fact that a stream rolls beneath him under a gigantic archway. The span is about sixty feet, and the height of the bridge above the water 215¼ feet. The arch is forty-nine feet thick in one place and thirty-seven feet in another. The best plan is to first view the wonder from the parapet above, — a point near Pulpit Rock furnishing the best means of this, — and then go down through the park to the level of the stream. Descending by a steep path, beside a series of pretty cascades, the visitor will notice, about a third of the way down, some gigantic arbor vitæ trees, one of which, with a circumference of eighteen feet, and estimated to have been 1,500 years old, has lately fallen. Reaching nearly the bottom of the ravine, a sudden turn in the path reveals the gigantic arch in all its majesty. The height is so great that the trees appear scarcely more than shrubs, while human beings are dwarfed to pigmies. This vast wonder impresses the beholder more and more, the longer he gazes upon its grand proportions, in the same manner that Niagara, the Yosemite Falls, the Cañon of the Yellowstone, and the Grand Cañon of the Colorado grow in grandeur. A pathway leads under and through the bridge, and it is a curious study to watch the changed aspects of the arch from different standpoints. There are of course many tales of strange adventure connected with the locality. The partly obliterated letters "G. W." are seen upon the face of the wall, where George Washington himself carved them

when he was upon a surveying expedition for Lord Fairfax. Hundreds of other names also appear, many of them being in still loftier niches. Directly overhead, on the highest part of the arch, and formed by a discoloration of the rock, is a gigantic spread eagle, and underneath is a very fair representation of a crouching lion. The French engineers who made the first surveys and measurements of the bridge, toward the close of the Revolutionary war, observed the picture of the eagle with wonder, and in their printed report drew from it a happy augury for the success of America. A grand effect is produced by illuminating the bridge. A spectacle of this nature has been arranged for the evening of our visit. A ramble through the glen above the bridge is very delightful. An excellent path leads up between the great rock walls about two miles to Lace Water Falls; and on the way is Saltpetre Cave — where in the 1812 war, and again in the war of the Rebellion, nitre was obtained for use in manufacturing powder — and the Lost River, a subterranean stream of pure, cold water, which has been reached by blasting a low archway in the cañon walls. There is everywhere a great profusion of vegetation, and among the trees are many varieties strange to northern eyes. The tract of land embracing the bridge was once owned by Thomas Jefferson. It is now included in the princely estate of Colonel H. C. Parsons, who has converted some 2,000 acres into a great natural park. Roadways for ten miles or more have been built; but, beyond making the various points of interest accessible to the lovers of nature, not a tree, shrub, or flower has been displaced. The rules for their preservation are quite strict, but every visitor will cheerfully observe them, if he desires to see perpetuated one of the grandest natural parks in America. In a single day in April last a party of botanists collected and classified forty-two varieties of wild flowers in the glen — more than they had found during the entire winter in Florida. Among the pleasant drives which may be taken in the vicinity is one to the summit of Mount

Jefferson. The Natural Bridge itself is in the mountains some 1,600 feet above the sea level, and this added height gives a magnificent prospect of the surrounding mountains and many distant peaks.

The Natural Bridge Hotels, where the party will make its headquarters comprise four principal buildings; viz. Forest Inn, the Appledore, the Pavilion, and Bachelor's Lodge, with several cottages.

Leaving the Natural Bridge by stage Tuesday, after dinner, the party will be conveyed to the station of the Shenandoah Valley Railroad, where cars will be taken for Luray, Va., 110 miles distant. The route northward is through a picturesque mountain region. The road follows a fork of the James River thirteen miles to Loch Laird. At Natural Bridge station we are 760 feet above the sea; and at Lofton, thirty-six miles north, the divide between the water-sheds of the James and the Shenandoah, where the road crosses a spur of the Blue Ridge, the elevation is 1,785 feet. From this point we descend to the South Fork of the Shenandoah, upon which Luray is situated, passing through Waynesboro', Port Republic, Elkton, Milnes, and other small towns before our destination is reached.

At the Grottoes station in Augusta County, forty miles south of Luray, are two well-known caverns, Weyer and Fountain Caves.

The Luray Inn, which will be made our halting-place from Tuesday evening until Thursday morning, is a large and picturesque structure, situated upon a hill near the railroad, with a magnificent outlook upon the town, the valley, and the mountains. "Stony Man," one of the loftiest peaks of the Blue Ridge, is a few miles east of Luray, and the long crest of Massanutten Mountain, which divides the great valley of Virginia from a wall in the west. The hotel has recently been enlarged, and now has accommodations for 300 guests. Wednesday will be devoted to the wonderful caverns,

which are situated in a limestone hill near the Newmarket Pike, a little over a mile west of the hotel. Carriages will convey the party to the entrance.

The subterranean explorations will be made in little parties of convenient size, under the direction of experienced and careful guides. No change of dress is needed to enter the caves, but stout walking-boots or rubber shoes should be worn. Wraps should be discarded while walking about within the caverns, and had best be left at the entrance, as the temperature is uniformly at 56 degrees, Fahrenheit, and extra clothing is likely to cause discomfort. The interior is illuminated by electric lights, and the pathways have been made as safe as possible. It was no longer ago than 1878 that the caverns were discovered; and Messrs. A. J. and W. B. Campbell, who were the first to enter, are now the superintendent and chief of guides respectively. It is impossible to give any adequate description of the wondrous sights unfolded to the vision of the visitor. Leaving the outer world and descending the stairway from the cave-house, he plunges at once into scenes which rival in fantastic beauty and splendor the fairy creations of the "Arabian Nights." A short walk brings one to Entrance Hall, an irregularly shaped room, thirty-five feet high and nearly 200 feet in diameter. One of the first objects to attract attention is Washington's Column, a fluted, massive stalagmite, about twenty feet in diameter and thirty feet high. Beautiful stalactites depend on every side. But this is only the vestibule of Stalacta's realm. The adornments of the cave, composed of lime-carbonate in the forms of stalactites, stalagmites, helictites, calcareous tufa, travertine, cave pearls, crystals, etc., are very profuse; and the most beautiful forms spring into being from the darkness on every side. At every turn queer shapes present themselves, grotesquely copying the forms of the outer world. Three avenues lead from Entrance Hall. The main one leads to the vegetable garden and the fish market. The former is a space inclosed by a natural stalagmite border, and containing many

bulb-shaped stalagmites resembling vegetable forms; and the latter presents on the side of a projecting wall hundreds of stalactites, imitating with wonderful vividness the appearance of rows of fish exposed for sale.

The Elfin Ramble is a low, open chamber, 600 feet long and 300 feet broad. In one part it is crossed by Pluto's Chasm, a rift 500 feet long, 75 feet deep, and from 10 to 50 feet wide. The bottom of the chasm may be reached, and a fine view of the Spectre, a tall, snow-white figure, is thus gained. Near by is Proserpine's Column. The Grotto of Oberon, the Bridal Chamber, Giant's Hall, the Cathedral, Hades, and the Round Room are beyond Pluto's Chasm on the one hand, and the Ball-room, Collins's Grotto, and Campbell's Hall on the other. These several apartments contain innumerable objects of fantastic shape, and everywhere the walls and ceilings are flecked with the most beautiful formations. Among the objects of special interest are Titania's Veil, Diana's Bath, Frozen Fountain, Saracen's Tent, Fallen Column, Angel's Wing, Angel's Harp, Wet Blanket, Organ, Throne, Tower of Babel, Queen's Scarf, Lake Lee, Castles on the Rhine, Chapman's Lake, Henry-Baird Column, Frozen Cascade, and Chalcedony Cascade. The Fallen Column is a prostrate pillar 21 feet in length, and estimated to weigh 170 tons. Professor Porter, of Lafayette College, quotes a brother scientist as having said that this column was 7,000,000 of years in forming, and that it fell 4,000 years ago. Many of the objects, however, are of comparatively recent formation. It is estimated that under exceptionally favorable conditions a column one foot in diameter might be formed in 240 years. Words cannot picture the gorgeous splendors of this under-world as they are set forth in all their wonderful imagery under the glow of electric lights. Nature has been lavish of her adornment of this subterranean palace, covering walls and ceilings with delicate, lace-like tracery and deft carvings. Illumined by strong electric rays,

the wondrous beauty of all these strange creations is greatly heightened. The surfaces are varied in tint as well as in form, and the effect is bewilderingly magnificent.

Leaving Luray Thursday morning, we shall proceed northward on the Shenandoah Valley Railroad as far as Shenandoah Junction, where we change to the Baltimore & Ohio Railroad for the farther ride to Washington. We descend the valley of the South Fork of the Shenandoah to the main stream, which we cross at Riverton. It was near here that the battle of Front Royal, the first engagement of "Stonewall" Jackson's celebrated valley campaign, was fought. The station of White Post took its name from a post still to be seen, that was planted in colonial days to indicate the road to Greenaway Court, the residence of Thomas, the sixth Lord Fairfax. We cross the State line, from Virginia into West Virginia, just south of Ripon. Charlestown, the county seat of Jefferson county, is the first place of importance reached in the latter State. This town was so named in honor of Charles Washington, a younger brother of the general. Another brother, Samuel Washington, also resided near here. It was here, too, that John Brown was tried, convicted, and executed. The Court House may be seen east of the railroad.

Harper's Ferry is only a few miles east of Shenandoah Junction. The Potomac here seems to have forced its way through the Blue Ridge, and bold, lofty cliffs rise on either side. Bolivar Heights, which lie above the village; London Heights, across the Shenandoah; and Maryland Heights, on the opposite shore of the Potomac, were occupied by forts and fieldworks during the war. These battle-mounds still remain and mark the scene of severe fighting. The great national arsenal, which was formerly in operation here, has been replaced by a new one at Rock Island, Ill. It was this establishment that was captured by John Brown and his twenty comrades, Oct. 16, 1859. "John Brown's Fort," as the old engine-house which formed their

citadel is called, is seen from the cars, being quite near the station. At the beginning of the war of the rebellion the arsenal was destroyed to prevent its contents — 15,000 muskets and the costly aids to manufacture more — from falling into the hands of the Confederates. Harper's Ferry was occupied alternately by the national and the insurgent armies, and was always the scene of great strife. At one time nearly 12,000 Federal troops were taken prisoners. The battle of South Mountain (Sept. 14, 1862) took place about five miles from Harper's Ferry.

Resuming our journey over the Baltimore & Ohio Railroad, we proceed fifty-five miles farther, to Washington. The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge, and continues along the north bank to Point of Rocks, from whence it strikes across the centre of Montgomery county, Maryland, and through Rockville, the county seat, which is the chief place of importance on the Metropolitan Branch.

Washington will be reached shortly before 2.00 P. M., and there will be an omnibus transfer to Willard's. This hotel is at the corner of Pennsylvania avenue and Fourteenth street, running back to F street. Our stay in Washington will extend from Thursday afternoon until Monday morning. There will be a carriage ride Friday forenoon, to facilitate sight-seeing; and in the course of a three hours' round visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office and Patent Office.

Washington has improved very greatly in appearance within the last decade, and is gradually becoming one of the most beautiful capitals in the world. Our visit will

occur at a time when the city is very attractive to tourists. Visitors should ascend the Capitol dome or stand at the east front of that building, in order to study the magnificent plan of the city. Pennsylvania avenue, the principal thoroughfare, is about four and a half miles in length, but is twice broken — by the Capitol and again by the President's mansion. Massachusetts avenue is of the same length and unbroken. On its line are the finest circles and squares, and many of the most costly residences. The street-system is entirely distinct from that of the avenues, which generally intersect the streets diagonally. The city is divided into four sections, denominated respectively Northeast, Northwest, Southeast, and Southwest, the Capitol forming the centre. The limits of the several sections are as follows: *Northeast* — East of North Capitol street and north of East Capitol street. *Northwest* — West of North Capitol street and north of the Mall, or Government Reservation No. 2. *Southeast* — East of South Capitol street, and south of East Capitol street. *Southwest* — West of South Capitol street and south of the Mall, or Government Reservation No. 2. The streets extending east and west are lettered, and those running north and south are numbered. The buildings are numbered upon the Philadelphia plan of an added hundred for each succeeding square or block. As the numbered and lettered thoroughfares are repeated in every instance where space permits, it is customary, in defining the location of any residence or point of interest, to add the initials of the proper section to the street designation, or, at least, the street divisions — E. or W. with the numbered and N. or S. with the lettered thoroughfares. An exception to this rule is the northwest section, which contains the main portion of the city. Where no initials are used the northwest section is always implied. In directing letters to the hotel at which our party will stop, for example, no further designation than the name of the house and "Washington, D. C.," is necessary, since it is situated in the northwest quarter of the city.

For full and comprehensive accounts of the various places of interest in and about the capital, see *Keim's Illustrated Hand-Book of Washington and its Environs* (price 75 cents); *Morrison's Strangers' Guide for Washington City* (price 25 cents); or *Roose's Companion and Guide to Washington and Vicinity* (price 25 and 50 cents, according to the style of binding).

The following are among the leading points of interest in Washington and its vicinity: —

The Capitol (upon Capitol Hill, and facing Pennsylvania avenue), with its many embellishments and works of art, and containing the two Houses of Congress and the Congressional Library. The Capitol is open every day except Sunday. The library is open from 9.00 A. M. until 4.00 P. M., and during the sessions of Congress until the hour of adjournment. The Senate Chamber is in the north wing, and the Hall of Representatives in the south wing. The National Hall of Statuary is between the Rotunda and the Hall of Representatives, and the Supreme Court on the opposite side of the Rotunda. The library is directly west of the Rotunda.

The Executive Mansion, or White House, the official residence of the president of the United States, Pennsylvania avenue, between Fifteenth and Seventeenth streets. The east room is open daily, except Sundays, from 10.00 A. M. until 3.00 P. M.; the private parlors are open to view only by special permission.

Treasury department, east of the president's house, and on the line of Fifteenth street. Open daily, except Sundays, from 9.00 A. M. until 2.00 P. M.

State, War, and Navy departments, Seventeenth street, near the president's house. The Department of State occupies the south pavilion of the imposing edifice, and is open daily, except Sundays, from 9.30 A. M. until 2.30 P. M. Thursdays are devoted exclusively to the Diplomatic Corps, and Saturdays, during sessions of Congress, to members. Both the War and Navy departments are open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Interior Department (including the Patent Office), between Seventh and Ninth streets and F and G streets. Open daily except Sundays from 9.00 A. M. until 3.00 P. M. The Museum of Models is of vast extent, and contains many objects of interest.

Post Office Department, between Seventh and Eighth streets and F and G street (near the Patent Office). Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M. The City Post Office is on Louisiana avenue, south side, near Pennsylvania avenue and Seventh street.

Agricultural Department, occupying that portion of the Mall lying between Twelfth and Fourteenth streets, with an entrance to the grounds on Thirteenth street, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Smithsonian Institution and National Museum, two large edifices in the southeast portion of the Mall, the museum collection being under the charge of the Smithsonian Institution. Open daily, except Sundays, from 9.00 A. M. to 4.00 P. M. Entrance to the grounds at Seventh and Tenth streets, or from the grounds of the Agricultural Department.

Corcoran Gallery of Art, corner of Pennsylvania avenue and Seventeenth street, a costly and very valuable collection of statuary, paintings, bronzes, and antiquities, founded by W. W. Corcoran. Open from 10.00 A. M. until 4.00 P. M. Tuesdays, Thursdays, and Saturdays, free; Mondays, Wednesdays, and Fridays, 25 cents admission.

Botanical Gardens, directly west of the Capitol, and extending from First to Third streets, and from Pennsylvania avenue to Maryland avenue. Open daily from 8.00 A. M. until 5.00 P. M.

Washington National Monument, near the river at Fifteenth street, and but a short distance from the grounds of the department of agriculture. The monument was completed Dec. 6, 1884, to its full height of 555 feet, and now stands the most elevated work constructed by human hands in the world, with the exception of the Eiffel Tower, in Paris. The flag upon its top floats at the height of 600 feet. The corner-stone was laid July 4, 1848. Visitors are taken to the top of the monument in an elevator without charge. The elevator runs until 5.00 P. M.

The new Pension Building, in Judiciary square. This structure is 400 feet long and 200 feet in breadth.

Arsenal, at the southern extremity of the city, at the foot of Four and One Half street, W. Open daily, except Sundays, from sunrise until sunset.

Marine Barracks, Eighth street, E., between G and I streets, S., near the Navy Yard. Open daily, except Sundays, from 9.00 A. M. until sunset.

Naval Observatory, E street, N., near the river, and opposite head of Twenty-fifth street, W. Open daily, except Sundays, from 9.00 until 3.00 P. M.

Signal Office, G street, west of the War Department, with entrance for visitors at No. 1719 G street. Open daily, except Sundays, from 12.00 M. until 3.00 P. M.

District Court House, formerly City Hall, Judiciary square, and fronting Four and One Half street, at the intersection of Louisiana and Indiana avenues.

Ordnance Museum, in Winder's building, corner of F and Seventeenth streets, opposite the Navy Department. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Fish Commission Building, corner Sixth and B streets.

Army Medical Museum (formerly Ford's Theatre), east side of Tenth street, W., between E and F streets, N. Open daily, except Sundays, from 9.00 A. M. until 3.00 P. M.

Government Printing-office, corner of H and North Capitol streets. Open daily, except Sundays, from 8.00 A. M. until 5.00 P. M.

Bureau of Engraving and Printing (belonging to the Treasury Department), corner of Fourteenth and B streets. Open from 9 30 A. M. until 2.00 P. M., except on Sundays. Passes may be obtained by application to the officer at the main entrance.

Bureau of Education, corner of G and Eighth streets. Open daily except Sundays, from 9.00 A. M. until 3.00 P. M.

Office of the Survey of the Territories, in the National Museum buildings.

Soldiers' Home, three miles north of the Capitol. Open daily, except Sundays, from 9.00 A. M. until sunset. The National Military Cemetery, where 5,424 soldiers are buried, is near the home.

Arlington House, once the home of George Washington Parke Custis (the adopted son of George Washington), and in later years the residence of General Robert E. Lee, on the Virginia side of the Potomac, upon Arlington Heights, opposite Georgetown, and about four miles from Washington. The National Cemetery surrounding the house, is the resting-place of over 15,000 soldiers. Both Arlington House and the Cemetery are open daily, Sundays included.

Statues.

Northwest District.— Mills' equestrian statue of George Washington, Washington Circle, Twenty-third street, intersection of Pennsylvania and New Hampshire avenues. Brown's equestrian statue of General Scott, Scott square, intersection of Massachusetts and Rhode Island avenues and Sixteenth street. Mills' equestrian statue of Jackson, Jackson square, in front of White House grounds. Robisso's

equestrian statue of McPherson, McPherson square, intersection of Vermont avenue and Fifteenth street, between I and K streets. Ward's equestrian statue of General Thomas, Thomas Circle, or Circle of Victory, intersection of Massachusetts and Vermont avenues and Fourteenth street. Mrs. Ream Hoxie's statue of Admiral Farragut, Farragut square, intersection of Connecticut avenue and Seventeenth street between I and K streets. Bailey's statue of General Rawlins, Rawlins square, New York avenue, between B and D and Eighteenth and Nineteenth streets (southwest of Department of State). Flannery's statue of Lincoln, on marble column, in front of District Court House, D and Four and One Half streets. Simmon's Naval Statue, or Monument of Peace, Pennsylvania avenue, at western base of Capitol Hill. Reitschel's statue of Martin Luther, intersection of Vermont avenue and Fourteenth street (in front of Memorial Lutheran Church).

Northeast District.— Brown's statue of General Nathaniel Greene, intersection of Massachusetts and Maryland avenues and Fifth street, E. Ball's Emancipation Group, on Lincoln Park, East Capitol street and Twelfth street (one mile east of the Capitol). Greenough's colossal statue of Washington is in the east park, directly east of the Capitol portico. Statue of Chief Justice John Marshall, near the Capitol. Within the Capitol are many statues and paintings.

There are many fine fountains in the various parks of the city, the handsomest being the celebrated Bartholdi Fountain, in the Botanical Gardens.

The usual hour for service is 10.30 or 11.00 A. M. and 7.00 or 8.00 P. M. The list is arranged alphabetically for convenience of reference: —

BAPTIST.— E street, N., between Sixth and Seventh, W. Calvary, corner H and Eighth streets, N. W.

CHRISTIAN.— Vermont avenue, above N street, N. W.

CONGREGATIONAL.— Corner Tenth and G street, N. W.

EPISCOPAL PROTESTANT.— Ascension, corner Twelfth street and Massachusetts avenue, N. W. Epiphany, G street, between Thirteenth and Fourteenth, N. W. St. John's, corner Sixteenth and H streets, N. W.

EPISCOPAL METHODIST.— Foundry, corner G and Fourteenth streets, N. W. Metropolitan, corner Four and One Half and C streets, N. W

GERMAN REFORMED.— First, corner Sixth and N streets, N. W. Services in German A. M., and in English P. M.

HEBREW.— Washington Hebrew Congregation, Eighth street, between H and I streets, N. W. Services Friday at 7.00 P. M. and Saturday at 9.00 A. M.

LUTHERAN.— Trinity, corner E and Fourth streets, N. W. Memorial, corner N and Fourteenth streets, N. W.

PRESBYTERIAN.— Fourth, Ninth street, between G and H streets, N. W. New York avenue, New York avenue, between Thirteenth and Fourteenth streets. N. W.

ROMAN CATHOLIC.— St. Aloysius, corner of I and North Capitol streets. St. Dominic, corner Sixth and F streets, S. W. St. Matthew, corner H and Fifteenth streets, N. W.

UNITARIAN.— All Souls', corner Fourteenth and L streets, N. W.

UNIVERSALIST.— Corner Thirteenth and L streets, N. W.

There are, in addition to the foregoing, many churches for colored people, including the Asbury (Methodist Episcopal), corner Eleventh and K streets, N. W.; St. Augustine (Roman Catholic), Fifteenth street, near L street, N. W.; Nineteenth street (Baptist), corner Nineteenth and I streets, N. W.; Israel Bethel (Methodist), corner B and First streets, S. W.; and Ebenezer (Methodist), corner D and Fourth streets, S. E.

Monday morning, October 7, there will be an omnibus transfer from Willard's Hotel to the station of the Baltimore and Ohio Railroad, where the cars will be taken at 8.00 A. M. for New York, *via* Baltimore, Wilmington, and Philadelphia. The route from Baltimore northward is the same over which the party traveled in its outward journey. The fine new station of the Baltimore and Ohio road in Philadelphia (corner of Chestnut and Twenty-fourth streets) will be reached at 11.00 A. M., and there will be a halt here until 12.50 P. M., during which time dinner will be furnished in the station dining-rooms.

Leaving Philadelphia at 12.50, the train will proceed northward over the Bound Brook route, reaching Jersey City at 3.13 P. M., where will be a transfer by annex boat to Pier 29, North River, New York, and the party will depart on board the new and

elegant steamer "Connecticut" of the Providence Line, at 5.00 P. M. Stateroom berths and supper will be provided on board. The boat will reach Fox Point, Providence, at 5.30 the ensuing morning, and the train will leave the pier at 6.00 A. M. The Providence Division station of the Old Colony Railroad (Park square and Columbus avenue) will be reached at 7.15 A. M.

It is worthy of note that the party will pass through portions, at least, of nine different States in the course of its wanderings.

ITINERARY.

MONDAY, Sept. 23.— Leave Boston by the Providence Line (station of the Providence Division of the Old Colony Railroad, Park square and Columbus avenue) at 4.00 P. M. On arrival at the station members of the party should check their baggage to Baltimore. The checks will be collected upon the train. Tags are supplied with the excursion tickets, and these, with the owner's name and address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, at 5.20 P. M.; go on board the steamer "Massachusetts;" supper and stateroom berths furnished; leave Fox Point at 7.45 P. M.

TUESDAY, Sept. 24.— Arrive in New York (pier 29, North River) at 7.00 A. M.; breakfast on board the Providence Line boat; transfer by annex boat to Central New Jersey station, Jersey City, and leave *via* Bound Brook Line at 8.42 A. M.; arrive at Baltimore (Camden station) 1.40 P. M.; dinner at the station dining-rooms; omnibus transfer from the Camden station to the Fulton station of the Western Maryland Railroad; leave Baltimore by said line at 3.12 P. M.; arrive at Gettysburg 6.09 P. M.; to the Eagle Hotel, H. Yingling, proprietor.

WEDNESDAY, Sept. 25.— Carriage ride over the battlefield in vehicles furnished by the Ziegler & Holtzworth stables, accompanied by Captain Long, the well-known guide; visits will be paid to the prominent points on the field, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheat Field, the Devil's Den, the Valley of Death, Little Round Top, etc.; leave Gettysburg *via* Western Maryland Railroad at 6.09 P. M.; arrive at Blue Mountain station, Md., 7.27 P. M.; to Blue Mountain House, J. P. Shannon, manager.

THURSDAY, Sept. 26.— At Blue Mountain House. Leave Blue Mountain *via* Western Maryland Railroad, 2.42 P. M.; arrive in Baltimore in time to connect with the Bay Line steamer; omnibus transfer from the station to the dock; supper and stateroom berths furnished.

FRIDAY, Sept. 27.— Arrive at Old Point Comfort at 7.00 A. M.; to the Hygeia Hotel, F. N. Pike, manager; carriage ride, visiting the National Home for Disabled Volunteer Soldiers, the National Cemetery, Hampton Normal and Agricultural Institute, St. John's Church, Hampton, etc.

SATURDAY, Sept. 28.— Leave Old Point Comfort at 7.50 A. M. *via* Newport News & Mississippi Valley Company's Railroad (Chesapeake & Ohio Division); arrive at Richmond, Va., 11.05 A. M.; omnibus transfer to Ford's Hotel, A. J. Ford, manager; carriage ride, visiting the tobacco factories and various points of interest in and about the city.

SUNDAY, Sept. 29.— In Richmond.

MONDAY, Sept. 30.— Omnibus transfer from the hotel to the station of the Richmond & Alleghany Railroad, and at 9.15 A. M. leave Richmond by the said line; dinner at Lynchburg; arrive at Natural Bridge 4.58 P. M.; stage transfer from station to Natural Bridge Hotels, B. W. Klipstein, manager. The tickets will include admission to the Natural Bridge Park during the stay here, and there will be an illumination of the bridge and the cascades on the evening of arrival.

TUESDAY, October 1.— At Natural Bridge. Leave Natural Bridge Hotels by stage at 2.00 P. M., and Natural Bridge station, on the Shenandoah Valley Railroad, at 3.25 P. M.; arrive at Luray, Va., 7.40 P. M.; stop at Luray Inn, George K. Mullin, proprietor.

WEDNESDAY, October 2.— At Luray. Carriage transfer from the hotel to the Luray Caverns, and an inspection of the same; carriage transfer from the caverns back to the hotel.

THURSDAY, October 3.— Leave Luray, *via* Shenandoah Valley Railroad, at 7.20 A. M.; arrive at Shenandoah Junction 9.47 A. M.; and thence over Baltimore & Ohio Railroad, to Harper's Ferry, arriving at 10.07 A. M.; leave Harper's Ferry at 12.22 P. M.; arrive in Washington, D. C. at 1.55 P. M.; omnibus transfer to Willard's Hotel, O. G. Staples, proprietor.

FRIDAY, October 4.— In Washington. Three hours' carriage ride, leaving the hotel at or before 10.00 A. M., visiting the public buildings, chief public statues, and other points of interest.

SATURDAY, October 5.— In Washington.

SUNDAY, October 6.— In Washington.

MONDAY, October 7.— Omnibus transfer from hotel to the Baltimore & Ohio Railway station, and

leave Washington by said line at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut and Twenty-fourth streets) 11.00 A. M.; dinner at station dining-rooms; leave Philadelphia from the same station at 12.50 P. M.; arrive in Jersey City 3.13 P. M.; transfer by annex boat to pier 29, North River, New York, and at 5.00 P. M. leave that city on steamer "Connecticut," of the Providence Line; supper and stateroom berths furnished.

TUESDAY, October 8.—Arrive at Fox Point, Providence, at 5.30 A. M.; leave Fox Point by train at 6.00 A. M.; arrive in Boston (Providence Division station of the Old Colony Railroad, Park square and Columbus avenue) at 7.15 A. M.

The price of tickets for the excursion will be EIGHTY-FIVE DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; seats in Pullman palace cars from Jersey City to Baltimore and from Washington to Jersey City; hotel accommodations at Gettysburg, Blue Mountain House, Old Point Comfort, Richmond, Natural Bridge, Luray, and Washington; meals and stateroom berths on the Providence Line and Bay Line steamers; incidental meals at Baltimore, Lynchburg, Philadelphia, etc.; omnibus and stage transfers at Baltimore, Richmond, Natural Bridge, Luray, and Washington; carriage rides at Gettysburg, Richmond, and Washington; admission to the Natural Bridge Park and Luray Caverns; all transfers, transportation and care of checked baggage; service of conductors, etc.

Price of tickets for children between the ages of five and twelve years, FIFTY DOLLARS.

The tickets will be good to return from Washington to Boston until September 23—one month from the date of starting.

Tickets for the excursion must be taken on or before Friday, September 20.

W. RAYMOND.

I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION No. 19, 1889.

Leaving Boston Tuesday, October 1, and Returning Tuesday, October 8.

New York, Philadelphia, Baltimore,

THE BATTLE-FIELD OF GETTYSBURG,

Across the Blue Ridge, Hagerstown, Md., Harper's Ferry, and WASHINGTON, D. C. A Week's Tour through Pennsylvania, Maryland, West Virginia, etc., with an Incidental visit to America's Greatest Battle-ground, and to the National Capital.

Price of Tickets (all Traveling Expenses Included), - - $40.00.

Price of Tickets for Children between the ages of 5 and 12 years, $25.00.

To meet a popular demand for a low-priced trip to Gettysburg and Washington, we have organized a special trip for the early part of October. The time chosen is one of the best in the year for comfortable traveling, and one, too, in which the forests of New England and the Middle States assume their most gorgeous tints. The routes chosen are full of picturesque interest, and the boat and railway journeys, no less than the points where sojourns are to be made, will be sources of pleasure to the tourist.

The heart of every patriotic American will thrill at the mention of Gettysburg. It was there that one of the severest struggles of the War of the Rebellion took place. Two enormous bodies of troops — nearly as many as fought at Waterloo — were pit-

ted against each other, and for three days the battle raged. The first day, the Confederates gained an advantage. The second day ended with a forewarning of disaster to their cause, and the third day brought a glorious victory for the Union arms. As Waterloo checked the power of Napoleon, Gettysburg proved a crushing blow to the hopes and ambitions of the Rebellion. The fall of Vicksburg and Port Hudson soon followed, both of them important events, but from the driving back of the invaders from Gettysburg dated the breaking down of the Confederacy.

In no battle-field in any part of the world has more been done to mark the events of the conflict in permanent memorials. The regiments of the different States that took part in the great battle, have erected many monuments marking their important positions. A Battle-field Memorial Association has been formed to preserve the grounds, and avenues (named after prominent generals who were engaged in the fight) have been opened, making the various positions accessible. Massachusetts had a large number of regiments in the battle, and there are many costly and beautiful monuments to their bravery. Other New England States were also gloriously represented. Maine will dedicate a monument to the prowess of her soldiers in the week of our visit. With so many monuments indicating the important points in the battle, and under the escort of guides who can explain the movements of the troops, a visit to Gettysburg battle-field becomes intensely interesting. A great page in our country's history may be scanned intelligently.

A visit to the Nation's Capital is a fitting supplement to the tour of Gettysburg battle-field. The seizure of Washington was one of the events that might speedily have followed defeat at Gettysburg. The pathway we shall traverse from one to the other has purposely been made devious. It marks other important events of the war, and at the same time is over routes of great picturesque interest. Hagerstown, in

Maryland, which played an important part in the great conflict, will be seen after an interesting railway ride over the Blue Ridge. Harper's Ferry, in West Virginia, a romantic place upon which the heights of three different States look down, and where the shifting tide of victory and defeat led to many changes of occupancy, is another place which will receive attention.

While the visit to Washington will be brief, much may be accomplished in a systematic course of sight-seeing, and as an aid in that direction, there will be a carriage ride, in the course of which visits will be made to the following points: McPherson, Thomas, Scott, Farragut, and Rawlins squares, with their respective statues; the State, War, and Navy Departments; Corcoran Art Gallery; White House; Treasury Department; Washington Monument; Bureau of Engraving; Agricultural Buildings; Smithsonian Institution and National Museum; Botanical Gardens; Capitol; Navy Yard; Lincoln Park; County Court House; Post Office, and Patent Office. The ride is intended to give strangers a general view of the city and its chief public buildings, monuments, avenues, and other objects of interest; the fuller inspection of the Capitol, department buildings, etc., being left for a subsequent visit, if more time is desired than the ride offers. In the disposal of their time, generally, the visitors will be left to their individual preferences, the suggestions and services of the conductors in charge of the party being at all times available, however, in aid of those who desire special direction or information. Sight-seeing will not be prosecuted by the excursionists in a body, but by little parties who make up their day's programme in accordance with their own tastes. Much can be accomplished by intelligent action in this connection. A full list of the public buildings and other points of interest in Washington will be found in connection with our account of Excursion No. 17, and we shall therefore refrain from giving it here.

The party will leave Boston Tuesday, October 1, by the favorite Providence Line, and proceed to New York, reaching that city Wednesday morning. Crossing to Jersey City by Annex steamer, a train on the Bound Brook Line will be taken at 8.42 A. M. This line and the Baltimore & Ohio Railroad now form a direct and expeditious route to Baltimore, Washington, and to the South and West. Trains are run without change, and in every particular the line is one of the best in the country.

Baltimore will be reached in the early afternoon, and there will be a further railway ride from that city to Gettysburg. The Eagle Hotel in that town will be made the sojourning place of the party until Friday morning. Thursday will be devoted to an inspection of the battlefield. Carriages will be furnished by the Ziegler & Holtzworth stables for an extended round, and the party will be accompanied by a competent guide, who will explain the positions of the contending armies, and describe the salient events of the conflict.

Leaving Gettysburg Friday morning there will be a picturesque journey over the new branch of the Western Maryland *via* Moterey Gap, Highfield, Pen Mar and Blue Mountain to Hagerstown. This is a delightful journey, the road climbing the Blue Ridge and descending on the western side, and commanding on both sides a succession of superb valley views. Several hours will be spent at Hagerstown, and there will therefore be an opportunity to see something of this quaint old town. Leaving Hagerstown by the Washington County Branch of the Baltimore & Ohio Railroad, there will be a ride of twenty-four miles to Weverton, and of two miles from thence up the main line to Harper's Ferry, where several hours will be passed. As the ruins of the Arsenal and John Brown's famous fort are quite near the station, they can easily be visited. A visit can also be made to Jefferson's Rock, by taking a path which leads up through the village in rear of the Catholic church. This point affords a fine view

of the lower Shenandoah Valley, and of a section of the Potomac Valley — the hill top above giving a still better view of the latter. Bolivar Heights rise above the village, Loudon Heights across the Shenandoah in Virginia, and Maryland Heights on the Maryland shore of the Potomac. Jefferson wrote of the view, "The scene is worth a journey across the Atlantic; yet here, as in the neighborhood of the Natural Bridge, are people who have passed their lives within a dozen miles, and have never been to survey these monuments of a war between rivers and mountains which must have shaken the earth itself to its centre." In the floods of last spring much havoc was done by high water in the vicinity of Harper's Ferry, and John Brown's Fort narrowly escaped being washed away.

The railroad crosses the Potomac at Harper's Ferry on a splendid iron bridge and continues along the north bank to Point of Rocks, from whence it crosses the centre of Montgomery county, Maryland, on its way to Washington.

Washington will be reached Friday evening, and there will be an omnibus transfer to Willard's Hotel, which is centrally located on Pennsylvania avenue and Fourteenth street, quite near the Treasury Building, the President's house, and the Washington Monument, and within easy access by horse car lines of the Capitol and every other section of the city.

Leaving Washington Monday morning by the Baltimore & Ohio Railroad the party will journey through to New York, with a halt of nearly two hours in Philadelphia for dinner. Arriving in Jersey City there will be a transfer by Annex boat to pier 29, North River, New York, from whence the Providence Line steamer "Connecticut" will leave at 5.00 P. M.

Boston will be reached Tuesday morning, October 8.

ITINERARY.

TUESDAY, October 1. — Leave Boston from the Providence Division station of the Old Colony Railroad (Park square and Columbus avenue) at 4.00 P. M. On arrival at the station, members of the party should check their baggage to Gettysburg, *via* the Providence line, the Baltimore & Ohio and Western Maryland roads. The checks will be taken up on the train. Tags are supplied with the excursion tickets, and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. Arrive at Fox Point, Providence, at 5.20 P. M.; go on board steamer "Connecticut"; supper and stateroom berths furnished; leave Fox Point at 7.45 P. M.

WEDNESDAY, October 2. — Arrive in New York (pier No. 29, North River,) at 7.00 A. M.; breakfast on board the Providence line steamer; transfer by annex boat to the Central New Jersey station, Jersey City, and leave *via* the new Bound Brook and Baltimore & Ohio through line; arrive in Baltimore (Camden station) at 1.40 P. M.; dinner at the station dining-rooms; omnibus transfer to the Fulton station of the Western Maryland Railroad, and leave Baltimore by said line at 3.12 P. M.; arrive at Gettysburg, Pa., at 6.09 P. M.; to the Eagle Hotel, H. Yingling, proprietor.

THURSDAY, October 3. — At Gettysburg. Ride over the battle-field in Ziegler & Holtzworth's carriages, accompanied by Captain Long, the celebrated guide, visiting all the principal points of interest, including Cemetery Hill, the National Cemetery, Culp's Hill, Spangler's Spring, the scene of Pickett's charge, the Peach Orchard, the Wheatfield, the Devil's Den, the Valley of Death, Little Round Top, etc.

FRIDAY, October 4. — At Gettysburg. Leave *via* Western Maryland Railroad at 10.20 A. M.; arrive at Hagerstown 12.15 P. M.; dinner at station dining-rooms; leave Hagerstown *via* Washington Branch of Baltimore & Ohio Railroad at 3.15 P. M.; arrive at Weverton at 4.15 and at Harper's Ferry, W. Va., at 4.28 P. M.; leave Harper's Ferry at 7.08 P. M.; arrive in Washington, D. C., 8.51 P. M.; omnibus transfer to Willard's Hotel, O. G. Staples, proprietor.

SATURDAY, October 5. — In Washington. Three hours' carriage drive, leaving the hotel at or before 10.00 A. M., and visiting the public buildings, chief public statues, and other points of interest.

SUNDAY, October 6. — In Washington.

MONDAY, October 7.— Omnibus transfer from Willard's to the station of the Baltimore & Ohio Rail. road, and leave Washington at 8.00 A. M.; arrive in Philadelphia (Baltimore & Ohio station, Chestnut and 24th streets) at 11.00 A. M.; dinner at station dining-rooms; leave Philadelphia from same station at 12.50 P. M.; arrive at Jersey City at 3.13 P. M.; transfer by annex boat to pier No. 29, North River, New York, and at 5.00 P. M.; leave New York on the Providence line steamer "Connecticut"; supper and stateroom berths furnished.

TUESDAY, October 8. — Arrive at Fox Point, Providence, 5.50 A. M.; leave Fox Point *via* Providence Division of Old Colony Railroad at 6.00 A. M.; arrive in Boston (station in Park square and Columbus avenue) at 7.15 A. M.

The price of tickets for this excursion will be FORTY DOLLARS. This sum includes all transportation by rail and steamer from Boston back to Boston; hotel accommodations and incidental meals in Baltimore, Gettysburg, Hagerstown, Washington, and Philadelphia; meals and stateroom berths on the steamer "Connecticut" of the Providence Line going and returning; ferry transfers between New York and Jersey City; omnibus transfers in Baltimore, Hagerstown, and Washington; carriage rides in Gettysburg and Washington; all transfers, transportation and care of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, TWENTY-FIVE DOLLARS.

Tickets for this excursion must be taken on or before Saturday, September 28, three days in advance of the date of leaving Boston.

W. RAYMOND.
I. A. WHITCOMB.

Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

AUTUMN EXCURSION NO. 20, 1889.

Leaving Boston Monday, October 14, and Returning Saturday, October 19.

Over the picturesque Hoosac Tunnel Route to

NIAGARA FALLS,

Thence to ALBANY and DOWN the HUDSON RIVER, with a visit to NEW YORK CITY. The Railway Ride to Niagara Falls in a Magnificent Train of Vestibuled Sleeping and Dining Cars.

Price of Tickets (all Traveling Expenses Included), - - $50.00.

Price of Tickets for Children between the ages of 5 and 12 years, $35.00.

THERE is no grander object in the whole world than the cataract of Niagara. It so far transcends all ordinary bounds of measurement or comparison, that its immensity grows upon the mind with renewed opportunities for observation and study. The picture is one in which the lover of the great and beautiful in nature ever finds fascination, and which time cannot efface from the memory.

Our last autumn trip makes Niagara Falls its main objective point. In arranging this excursion we have been able to combine several advantages which will render the trip more than usually inviting to persons who desire to economize time, and yet wish to avail themselves of the most picturesque routes of travel and all the possibilities of sight seeing. First-class accommodations will be furnished both in transit and during the sojourn at Niagara Falls. The outward journey will be made in a magnificent train of vestibuled Wagner cars, which will include, not only elegant sleeping-cars, but

also a splendidly appointed dining-car, on which meals will be served. This train will be run on a special schedule and exclusively for the accommodation of our excursionists. The party will have the same luxurious surroundings that have made our California excursions so famous. The route selected is *via* the romantic Hoosac Tunnel Line from Boston to Rotterdam Junction, and thence over the West Shore Railroad.

The train will leave Boston from the Fitchburg Railroad station on Causeway street at 4.00 P. M. Monday, October 14. Every passenger will be assigned a double berth (one half a section) in the sleeping-cars. This places only two persons in each section, although seats are provided for four. Waltham, Concord, and Ayer are among the towns that are passed through in the early stage of the journey. Fifty miles from Boston the city of Fitchburg is reached, and beyond are Westminster, Ashburnham, Gardner, Athol, Orange, Greenfield, and other important places. Near Westminster a glimpse is had of Mount Monadnock, which is situated in New Hampshire some twenty miles distant. The Connecticut River is crossed a little distance east of Greenfield, and for thirty miles westward the route lies through the romantic Deerfield Valley. Thirty miles above Greenfield the portals of Hoosac Tunnel are reached. This great work — the third longest tunnel in the world — was completed in 1874 by the State of Massachusetts, the cost having been over $20,000,000. It is four and three-quarters miles in length and some 1,500 feet below the highest part of the mountain. Emerging from the western portal of the tunnel, the train enters the town of North Adams, which is charmingly situated amid the Berkshire Hills. Greylock, the highest of these elevations,— 3,500 feet above the sea-level,— is near at hand. We next pass down the Hoosac valley, the road following the winding course of the stream. A little corner of Vermont is passed through, the stations of Pownal and North Pownal being in that State. The New York State line is reached between the last-named

station and Petersburg Junction, a crossing of the Lebanon Springs Railroad. Near Mechanicville the train crosses the Hudson River, and at Rotterdam Junction the West Shore Railroad is entered upon, the train continuing on without change. In connection with the Hoosac Tunnel Line, the West Shore forms a direct, expeditious, and pleasant route, not only to Niagara Falls, but to Chicago and all points westward. New York State, or the greater part of it, will be traversed in the night. The early morning will find us approaching Buffalo. The train passes directly through the city and quite near the handsome City Hall, and the rest of the way — along the banks of the Niagara River — follows the line of the New York Central Railway.

Niagara Falls will be reached at a seasonable hour Tuesday morning. The party will remain here until Wednesday morning, making its headquarters at the Spencer or Clifton Houses, and ample time will be had for a leisurely inspection of the falls and of all their beautiful surroundings. The rapids, Prospect Park, and the bridge leading to Goat Island are only a short distance from the hotel. Prospect Park commands the finest views of the American Fall, and also the approach to the river and ferry below the falls, and the landing-place of the little steamer "Maid of the Mist." There will be a carriage ride to the more distant points of interest, including the Canadian side, where the best general views of the falls are to be had — Table Rock, the Whirlpool Rapids, etc. A round of Goat Island will also be made, with halts at Luna Island, the Biddle Staircase (leading to the "Cave of the Winds"), the site of Terrapin Tower (at the verge of the Horseshoe or Canada Fall), the group of beautiful little islands known as the Three Sisters, and all other desirable view points. A feature of the carriage excursion is that all tolls and fees of every kind are included in the ticket, so that no expense is incurred for sight-seeing privileges by the way.

The falls are situated on the Niagara River twenty-two and one-half miles from Lake Erie and thirteen and one-half miles from Lake Ontario, and over them flow the waters from Lakes Superior, Michigan, Huron, St. Clair, and Erie, and from some smaller lakes. These bodies of water drain over 150,000 square miles of territory in the United States and Canada. It is supposed that the falls have already receded some seven miles by cutting away the ledges of limestone and shale beneath them, and even the past thirty years have witnessed changes in the appearance of the cataract from the same cause. Lyell estimates that 90,000,000,000 cubic feet of water pass over the falls every hour. The American fall has an extent of 1,200 feet, with a perpendicular plunge of 164 feet. The Horseshoe Fall (through the centre of which the international boundary line passes) has an extent of nearly 2,400 feet, with a height of 158 feet, or six feet less than the American Fall. Goat Island is so called from the fact that a goat was placed upon it in 1779. The island was rarely visited by the Indians; but the adventurous Israel Putnam reached it in 1755, and a party of French officers performed the same bold feat of rowing to the island and back again in 1765.

Leaving Niagara Falls Wednesday morning in drawing-room cars, we shall retrace our way over the West Shore Railroad through New York state, passing over by daylight much of the ground previously traversed in the night. The road runs through a rich and fruitful section of the Empire State, and several large and populous places lie upon its line — notably Rochester, Syracuse and Utica. For some distance it traverses the picturesque Mohawk Valley. The train will reach Albany at an early evening hour, and there will be an omnibus transfer to the Hotel Kenmore, where the night will be passed. The capital of the Empire State is a handsome city, and its public buildings, most of which are only a short distance from the Kenmore, are of an imposing character.

The succeeding day will be devoted to a voyage down the noble Hudson River, in one of the fine steamers of the Hudson River Day Line. The boat will leave Albany at 8.30 A. M. Dinner will be served on board, and the steamer will reach her dock at the foot of Vestry street, North River, at 6.00 P. M.

One of the early features of the trip is the grand view of the Catskill Mountains, which rise from ten to twenty miles away, west of the river. Twelve different peaks are seen from the river, three of which are over four thousand feet high. From Windham High Peak, in the north, to Overlook, in the south, these mountains form a chain twenty-one miles in length. Hudson, Catskill, Rondout, Kingston, Poughkeepsie and Newburgh are some of the largest towns on the river. The latter is seen on the approach to the picturesque Highlands. Washington's headquarters are seen near the top of a long slope, just after the city is passed. The scenery in the vicinity of West Point, and far below, is very charming. It is in this romantic spot, upon the heights on the right, that the United States Military Academy is situated. There is scarcely a point on the shores below here that has not some historic association with the events of Colonial and Revolutionary time. Sing Sing, Nyack, Tarrytown and Yonkers are among the large towns. Long before New York is reached the banks become lined with country villas. The Palisades, which extend along the Jersey shore for many miles, are a series of bold bluffs. Then come the long dense line of piers, the forests of shipping and the busy waterside of the great metropolis.

The city will be reached at a seasonable hour, and there will be a carriage transfer to the Grand Central Hotel on Broadway, where the night and ensuing day will be passed. The hotel is conveniently situated, and all the places of amusement, points of interest to sight-seers, and shopping centres are easily accessible by the surface or elevated railroads.

Leaving the hotel Friday afternoon, the party will be transferred to pier 29, North River, foot of Warren street, from whence one of the finest steamers of the Providence Line — the new and palatial "Connecticut," will depart at 5.30. The evening voyage around the Battery and up the East River is very enjoyable. The boat passes nearly the whole length of Manhattan Island before the broad waters of the sound are reached, and the views of the bay, the islands, and of the great cities of New York, Jersey City and Brooklyn are, of course very extended. The boat passes under the great East River bridge and near many objects of interest along the shores.

The boat will reach Providence at 5.30 A. M., and the train for Boston will leave Fox Point wharf at 6.00 A. M. Boston will be reached only an hour and fifteen minutes later.

The excursion will be carried out in accordance with the following

ITINERARY.

MONDAY, October 14.— Leave Boston from the Fitchburg Railroad station, Causeway street, at 4.00 P. M., in a special train of vestibuled Wagner sleeping and drawing-room cars, with dining-car. On arrival at the station members of the party should check their baggage to Niagara Falls. The checks will be collected upon the train. Tags are supplied with the excursion tickets; and these, with the owner's name and home address plainly inscribed thereon, should be attached to every trunk, valise, or other piece of baggage, to serve as a ready means of identification. From Rotterdam Junction westward over West Shore Railroad.

NOTE TO WORCESTER PASSENGERS.— A train will leave the Union station in Worcester, *via* the Worcester Division of the Fitchburg Railroad, at 3.45 P. M. Passengers can connect with the excursion train at Gardner.

TUESDAY, October 15.— Arrive at Niagara Falls 9.30 A. M.; to the Spencer House or the Clifton; carriage ride, with visits to Suspension Bridge, the Canada Shore, Table Rock, Whirlpool Rapids, Prospect Park, Goat Island, etc.

WEDNESDAY, October 16.— Omnibus transfer from the hotels to the station of the New York Central & Hudson River Railroad, and at 8.38 A. M. leave *via* West Shore route; arrive at Syracuse 1.40 P. M.; dinner at station dining-rooms; arrive at Albany 7.45 P. M.; omnibus transfer to the Hotel Kenmore.

THURSDAY, October 17.— Omnibus transfer from the Hotel Kenmore to the steamboat wharf, and at 8.30 A. M. leave Albany on steamer "Albany" of the Hudson River Day Line; dinner on board the boat; arrive in New York (Vestry street pier, North River) at 6.00 P. M.; carriage transfer to the Grand Central Hotel.

FRIDAY, October 18.— In New York. Carriage transfer from the Grand Central Hotel to pier 29, North River, and at 5.00 P. M. leave New York on steamer "Connecticut," of the Providence Line; supper and stateroom berths furnished.

SATURDAY, October 19.— Arrive at Fox Point, Providence, at 5.30 A. M.; leave Fox Point *via* Providence Division of Old Colony Railroad at 6.00 A. M.; arrive in Boston (station in Park square and Columbus avenue) at 7.15 A. M.

The price of tickets for this excursion is FIFTY DOLLARS. This sum covers all transportation by railway and steamer from Boston back to Boston; hotel accommodations at Niagara Falls and in Albany and New York; incidental meals on the dining-car, on the steamers and at Syracuse; a double berth (half a section) on the Wagner sleeping-cars between Boston and Niagara Falls; stateroom berth on the steamer "Connecticut;" carriage ride at Niagara Falls with tolls and fees; transfers at Niagara Falls, and in Albany and New York; all care, transfer and transportation of checked baggage; services of conductors, etc.

Price of tickets for children between the ages of five and twelve years, THIRTY-FIVE DOLLARS.

Tickets for this excursion must be taken on or before Friday, October 11, three days in advance of the date of departure.

W. RAYMOND.
I. A. WHITCOMB.

☞ Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

SECOND AND LAST EXCURSION

TO THE

YELLOWSTONE NATIONAL PARK,

WITH AN ADDED TOUR

ACROSS THE CONTINENT.

A Picturesque Trip of Sixty-eight Days, with the Privilege of Remaining in California through the Winter and Spring Months.

The Party to leave Boston Monday, September 9, 1889.

Price of Tickets (all Traveling Expenses Included), - - $535.00.

OUR second trip to the Yellowstone National Park, the present season, will have a grand supplementary tour across the continent, with incidental visits to the most picturesque regions on the Pacific Coast. The party will leave Boston Monday, Sept. 9, 1889, and follow the same route westward taken by the previous excursion parties, visits being made *en route* to Chicago, Milwaukee, the Dells of the Wisconsin, St. Paul, Minneapolis, Lake Minnetonka, the Falls of Minnehaha, etc. A week will be passed in the Yellowstone National Park, with sojourns at the principal points and a complete round of the region of marvels. Mammoth Hot Springs, the Norris, Lower, Midway, and Upper Geyser Basins, and the picturesque Cañon of the Yellowstone, will in turn be inspected, and sufficient time is afforded to make the visits thorough and satisfactory. Leaving the Park Thursday, September 26, the party will turn westward from Livingston, continuing its journey over the main line of the Northern

Pacific Railroad. In the course of the tour the entire length of this great transcontinental line, from St. Paul to Tacoma, and from Tacoma to Portland, will be traversed, including the route over the Cascade Mountains. The Belt Mountains and, farther west, the main range of the Rocky Mountains are crossed. Helena, the capital of Montana, is situated upon the railway 124 miles west of Livingston. The charming scenery around Lake Pend d'Oreille, in Idaho, and the passage of the Cascade Mountains, with its glorious views of Mount Tacoma, the mountain giant of the Pacific Northwest, are later features in this grand journey. On arriving at Tacoma (Saturday, September 28), there will be a season of rest at The Tacoma, a magnificent hotel situated upon the shores of Puget Sound, with a fine outlook upon the lofty mountain just referred to. A steamer trip across Puget Sound, with visits to Seattle, Port Townsend, and Victoria, will be the next feature. The scenery upon Puget Sound is of the grandest type. With an area of 2,000 square miles, it has an irregular and picturesque shore line about 1,800 miles in extent. In one direction Mount Tacoma is seen rising to the height of 14,444 feet above us. In another, Mount Baker is seen — a shapely peak, 10,800 feet high. At the head of the broad peninsula of Washington Territory, lying west of the sound, is the noble Olympic range, a mass of ridges and peaks from 6,000 to 8,000 feet high. Tacoma, Seattle, and Port Townsend are growing cities on the shores of this great inland sea; and just across the border, in the Dominion of Canada, are Victoria and Vancouver City. At other points are huge saw-mills, the largest in the world, which, with all their destructive powers, seem to have made but little impression upon the vast forests of gigantic fir trees. The waters are everywhere very deep, and there is room enough to float the navies of the whole world. Mount Tacoma, the proud warder of this "Mediterranean of the North," lifts his brow into the region of perpetual snow. Five great glaciers glisten upon the upper

slopes of this lofty mountain, or at morning and evening flush into roseate hues. Victoria is the capital of British Columbia, and is one of the most beautiful cities upon the Pacific Coast. The British government has an important naval station at Esquimalt, a few miles distant from Victoria, and in the course of our stay there will be a carriage ride thither.

Returning to Tacoma by steamer, the party will go by rail thence to Portland, where there will be another halt, with a side trip up the Columbia River. The symmetrical cone of Mount Hood and the massive dome of Mount St. Helen's are prominent objects in the outlook from Portland. On the way up the river, the former is seen in many varying aspects. Cape Horn, Rooster Rock, the Pillars of Hercules, Castle Rock, and the Falls of Multnomah are also among the grand scenic features of the middle Columbia. The up-river trip will be made by steamer, the party proceeding as far as Dalles City, and thus gaining views of all the grand scenery. The return journey will be made by rail.

The overland trip from Oregon to California will be a feature of great interest. There are many fine mountain views upon the route; and the most picturesque section of the journey, including the passage through the upper Willamette and Sacramento valleys, over the Siskiyou Mountains, and through the Grand Mount Shasta region, will be made by daylight. Mount Shasta is 14,442 feet in elevation, and rises in a shapely snow-covered mass far above the beautiful stretches of Strawberry valley. It is an extinct volcano, and one of the loftiest and grandest mountain forms on the Pacific Coast. The railway line is a part of the great Southern Pacific system. We continue southward, with Shasta long in view, descending into the broad and fruitful valley of the Sacramento, which we traverse for its entire length.

San Francisco will be reached *via* Oakland, and during our sojourn in the handsome

city by the Golden Gate we shall make our home at the beautiful Palace Hotel. There will be ample time, not only for an inspection of San Francisco, but also for a series of delightful excursions to other interesting points. A programme feature will be a trip to Santa Cruz and San Jose. There will be a sojourn at the new and elegant hotel in the latter city, the Vendome, and an excursion by stage therefrom to the Lick Observatory, on the summit of Mount Hamilton. The beautiful suburban retreat, San Rafael, will also be visited.

The journey will be continued from San Francisco southward over the Southern Pacific Company's Line, and the next halt will be made in the garden spot of the Pacific coast—Southern California. There will be special visits to Santa Barbara, Santa Monica, Los Angeles, Pasadena, San Diego, Riverside, and other places of interest; and, as the excursion tickets permit the holder to remain upon the Pacific Coast until the ensuing spring, the charms of Southern California may be enjoyed to the fullest extent.

While the programme date of departure from Southern California on the homeward trip is November 7, yet individuals can prolong their stay, as already pointed out, with the opportunity of joining subsequent returning parties under special escort, or of traveling independently, the tickets being good upon any first-class train. If desired, a prolonged stop may be made at San Francisco, or in any other part of Central or Southern California. On the way southward a divergence may be made from the main route at Berenda, for the purpose of visiting the Yosemite Valley and Big Trees. A railroad line extends from Berenda to Raymond, and the farther journey is made by stage. It should be noted that the time chosen for our visit to California is at the height of the grape-gathering season, when the vineyards will have an especial charm.

The homeward route from Southern California will be over the Atchison, Topeka &

Santa Fe Line, which takes a traveler through very picturesque sections of Arizona, New Mexico, and Colorado, and in proximity to some of the quaint habitations of the Pueblo Indians and the still stranger places of abode of prehistoric races. The southern border land is filled with romance and historic interest; and much of the old Spanish life, with its peculiar manners and customs, is yet seen in its half-Mexican towns.

A visit will be made to Las Vegas Hot Springs, a Sunday being passed at The Phœnix. After journeying through Arizona and New Mexico, crossing the Raton Mountains, from the latter into Colorado, and then traversing the great State of Kansas, Kansas City and the Missouri River are reached. We here transfer from the Santa Fe Line to the popular Chicago, Rock Island & Pacific Railway, for the further ride through Missouri, Iowa, and Illinois to Chicago. On leaving that city we journey eastward over the Chicago & Grand Trunk Railway.

A halt will be made at Niagara Falls, and time afforded there for an inspection of the great cataract and all the other points of interest. The party will reach Boston on the morning of Friday, November 15.

We have outlined very briefly one of the grandest excursions we have ever planned, and one that affords unusual scope and variety in its scenic features.

Only a limited number of passengers can be taken on this excursion.

W. RAYMOND.
I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

LAST GRAND EXCURSION OF THE SEASON

TO THE

YELLOWSTONE NATIONAL PARK.

A WEEK IN WONDERLAND.

The party to leave Boston Monday, Sept. 9; and to return Thursday, Oct. 3.

Price of Tickets (all Traveling Expenses Included), . . . $275.00

THE second and last excursion of the present season to the Yellowstone National Park will take place in September, the date of departure being Monday, September 9. The party will travel in conjunction with the party that is to cross the continent, and the itinerary of travel is the same up to the departure from the National Park, Thursday, September 26, when it will turn eastward from Livingston instead of westward. The return journey will be over the Northern Pacific Railroad to St. Paul, and thence eastward *via* Chicago and Niagara Falls. The entire excursion will occupy twenty-five days. An entire week will be passed within the National Park — a longer time than tourists are accustomed to allow themselves for the tour — and the opportunities for sight-seeing will be unsurpassed. Prolonged sojourns are made both at the Upper Geyser Basin and the Yellowstone Cañon. As there is time for rest as well as sight-seeing, the journey through the Park is much more restful and enjoyable than it otherwise might be made. Incidental to the westward journey, brief visits will be made to Milwaukee, Oconomowoc (in the heart of the lake region of Wisconsin), the beautiful Dells of the Wisconsin, Lake Pepin and the Bluffs of the Mississippi, Minneapolis and St. Paul, and a part of a day will be passed at Niagara Falls on the way home.

The party will be limited in numbers.

The full descriptive circular and other information desired can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

GRAND EXCURSION

TO THE

PACIFIC NORTHWEST AND CALIFORNIA,

VIA THE

Northern Pacific Railroad,

The magnificent Overland Route from Oregon to San Francisco, and a Return through Southern California, Arizona, New Mexico, Colorado, etc. A Tour of Sixty-one Days, with the option of remaining in California through the Winter and Spring Months.

Date of leaving Boston, Monday, October 14, 1889.

Price of Tickets (all Traveling Expenses Included), - $475.00.

OUR second transcontinental excursion over the Northern Pacific Railroad has been arranged for October, a most delightful month for traveling. The party will leave Boston Monday, October 14, and proceed westward over the Fitchburg, West Shore, Grand Trunk, and Chicago & Grand Trunk lines, reaching Chicago on the morning of the 16th. On the following day at 1.00 P. M., the westward journey will be resumed *via* the Rock Island & Albert Lea route. There will be a visit to Minneapolis and a sojourn over Sunday at St. Paul. Leaving the latter city Monday, Oct. 21, the party

will journey over the Northern Pacific Railroad, passing through those empires of the Northwest — Minnesota, North Dakota, Montana, Idaho, and Washington. The great wheat section of Dakota, the picturesque "Bad Lands," the Yellowstone Valley, the Belt Mountains, the Rocky Mountains, the great gorges of Western Montana, the beautiful lake region of Northern Idaho, the magnificent valleys of the Spokane, the Columbia, and the Yakima, and the Cascade Mountains are upon this great route. The western terminus is at Tacoma, upon the shores of Puget Sound. We shall reach that point Friday, October 25, and, after a sojourn at the splendid hotel "The Tacoma," visit Seattle and Victoria, making a steamer excursion over the whole length of the sound. Continuing *via* the Northern Pacific Line to Portland, Or., we shall make another halt, first taking a side trip to the Dalles of the Columbia, in order to view the matchless scenery of that great river. Leaving Portland Thursday, October 31, we shall proceed over the Southern Pacific Company's Overland Line to California, passing by rail the entire distance through the magnificent scenic regions of the upper Willamette, the Siskiyou Mountains, the Mount Shasta district, and the upper Sacramento. San Francisco will be reached Saturday morning, November 2, and there will be a sojourn at the Palace Hotel, with subsequent visits to San Rafael, Santa Cruz, San Jose, and the summit of Mount Hamilton.

After completing the round of Central California resorts, the party will proceed southward by the Southern Pacific Company's Railroad line to Santa Barbara, Los Angeles, Pasadena, Santa Monica, San Diego, and Riverside. The tickets will permit the holders to remain at San Francisco, Santa Cruz, San Jose, or other points before proceeding to Southern California, and also to extend the stay through the winter, if desired, either in Central California, or at Pasadena or other Southern California points.

The programme date for leaving Los Angeles, Pasadena, and San Diego is Thursday, December 5, when the party will take its departure by the Atchison, Topeka & Santa Fe line; but passengers who prolong their stay on the Pacific Coast may avail themselves of subsequent dates to travel with a party, or may go independently on any train. The homeward route will be through Arizona, New Mexico, Colorado, and Kansas, with a sojourn over Sunday at Las Vegas Hot Springs; from Kansas City over the Chicago, Rock Island & Pacific Railway to Blue Island Junction (and Chicago if desired); and thence *via* the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, the West Shore, and the Hoosac Tunnel and Fitchburg lines. A visit will be paid to Niagara Falls, and Boston will be reached on the morning of Friday, December 13.

W. RAYMOND.
I. A. WHITCOMB.

The full descriptive circular and all other information desired can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS

A GRAND AUTUMN TRIP

TO

SOUTHERN CALIFORNIA,

BY A DIRECT AND EXPEDITIOUS ROUTE.

The Return Tickets by Four Different Routes Good for Six Months.

Date of leaving Boston, Monday, October 14.

In addition to our two autumn excursions to the Pacific Coast over the Northern Pacific Railroad, we shall have a trip to Southern California over the direct line of the Atchison, Topeka & Santa Fe Railroad, the date of departure being Monday, October 14. This excursion is intended for persons who desire to reach Southern California by a direct route and as expeditiously as may be consistent with perfect comfort. The halts by the way are intended for rest, and will comprise a stay at Chicago from Wednesday morning until Thursday afternoon, and a sojourn at Las Vegas Hot Springs over Sunday. Pasadena, Los Angeles, Riverside, San Diego, Santa Monica, Santa Barbara, and other points in Southern California will be reached on the ninth day, and San Francisco the day following. These trips will be carried out upon the same plan that has made our winter excursions of the past few years so acceptable and popular, and ticket-holders will possess all the advantages given in connection with the later excursions in the season of 1889-90. The tickets supply

every needed comfort during the transits to and from California, including sleeping-car accommodations, meals, transfers, and board at hotels, but leave the holders to dispose of their time in California in accordance with their own preferences. Hotel coupons, which supply board at the leading hotels at reduced rates, may be availed of for the whole or a part of the time, if desired, and our excursions to Mexico, the Sandwich Islands, and elsewhere, which are to take place in the course of the season, may also be included. The return tickets are good for six months, and the purchaser can journey eastward by any of four different routes, making his selection when he applies for his ticket. There will be returning excursions under personal escort over all these routes, and the tickets are equally good for independent use on any train, insuring in all cases first-class accommodations and privileges. With every ticket there are coupons enabling the holder to visit many of the leading health and pleasure resorts of California, including not only Pasadena and Los Angeles, but also San Diego, Riverside, Santa Monica, Santa Barbara, San Francisco, Santa Cruz, San Jose and San Rafael. These may be used at any time during the season, so that the holder can move about from place to place as circumstance and individual taste may dictate,

The return routes are as follows: Route A (Atchison, Topeka & Santa Fe Line), with four parties under special escort, leaving Los Angeles and Pasadena November 7, December 5, March 20 and April 17. Route B (Union Pacific Line), with two parties under special escort, leaving San Francisco April 21 and May 19. Route D (Denver & Rio Grande Line) with eight parties under special escort, leaving San Francisco February 19, March 12 and 26, April 9, 16 and 30, May 21, and June 11. Route E (Southern Pacific Company's Oregon Line to Portland, and thence over the Northern Pacific Railroad), with two parties under personal escort, leaving San

Francisco April 10 and June 4. In connection with the last excursion over Route E, there will be a side trip of a week through the Yellowstone National Park.

The price of tickets will be as follows: —

Returning by Route A (Atchison, Topeka & Santa Fe Line), $285 for adults; $202 for children under the age of twelve years.

Returning by Route B (Union Pacific Line), $325 for adults; $204.50 for children under the age of twelve years.

Returning by Route D (Denver & Rio Grande Line), $325 for adults; $204.50 for children under the age of twelve years.

Returning by Route E (Northern Pacific Railroad) $385 for adults; $256.50 for children under the age of twelve years. Side trip through the Yellowstone National Park, $56.

W. RAYMOND.
I. A. WHITCOMB.

☞Tickets for the excursion and all required information may be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

TEN GRAND WINTER TRIPS

— TO —

CALIFORNIA.

A Choice of Two Different Outward Routes to California, and Four Different Routes Returning.

ELEGANT PALACE SLEEPING-CARS AND PALACE DINING-CARS.

— ALSO SOJOURNS AT —

The Raymond, at East Pasadena; the Palace Hotel, at San Francisco; the Hotel del Coronado, at San Diego; the Hotel Acadia, at Santa Monica; the Arlington and San Marcos, at Santa Barbara; the Hotel Vendome, at San Jose; the Hotel Rafael, at San Rafael; Santa Cruz; and other Famous Pacific Coast Resorts.

FIFTEEN RETURNING PARTIES FROM CALIFORNIA.

Return Tickets good on any Train, and on any date independent of the parties if desired.

OUR annual series of winter trips to California for the season of 1889–90 will be unusually attractive. There will be nine different trips in addition to the September and October excursions, elsewhere referred to. These tours permit the widest possible liberty to the individual tourist, with a choice of two routes on the outward journey, and four different returning routes, and fifteen dates when parties will return under special escort. In all our trains the best available accommodations in the line of sleeping-car and dining-car service will be brought into requisition. The dates of departure from the East extend through the autumn, winter, and early spring.

Outward by Route A — Santa Fe Line.

There will be seven excursions over the Atchison, Topeka & Santa Fe route, with a sojourn over Sunday in Chicago, these being in addition to the autumn trip October 14. The several dates of departure from Boston, and of arrival at Pasadena and Los Angeles, are as follows: —

LEAVE BOSTON.	ARRIVE AT THE RAYMOND, LOS ANGELES, OR SAN DIEGO.
Thursday, Nov. 14, 1889. Excursion No. 1.	Saturday, Nov. 23, 1889.
Thursday, Dec. 12, 1889. Excursion No. 2.	Saturday, Dec. 21, 1889.
Thursday, Jan. 9, 1890. Excursion No. 4.	Saturday, Jan. 18, 1890.
Thursday, Jan. 30, 1890. Excursion No. 5.	Saturday, Feb. 8, 1890.
Thursday, Feb. 13, 1890. Excursion No. 7.	Saturday, Feb. 22, 1890.
Thursday, March 6, 1890. Excursion No. 8.	Saturday, March 15, 1890.
Thursday, March 20, 1890. Excursion No. 10.	Saturday, March 29, 1890.

Outward by Route C — via New Orleans.

There will be three outward trips through the South and westward from New Orleans by the Southern Pacific Company's "Sunset Route." One of these, No. 6, will include a sojourn in New Orleans during the *Mardi Gras* carnival (Tuesday, February 18). The dates of departure from Boston and of arrival at Los Angeles and Pasadena will be as follows: —

LEAVE BOSTON.	ARRIVE AT LOS ANGELES, THE RAYMOND, OR SAN DIEGO.
Monday, Jan. 6, 1890. Excursion No. 3.	Tuesday, Jan. 21.
Monday, Feb. 10, 1890. Excursion No. 6.	Tuesday, Feb. 25.
Monday, March 10, 1890. Excursion No. 9.	Tuesday, March 25.

All the excursion tickets include visits to Riverside, San Diego, Pasadena, Los Angeles, Santa Monica, Santa Barbara, San Francisco, Santa Cruz, San Jose, the summit of Mount Hamilton, San Rafael, and other leading points of interest on the Pacific Coast.

RETURNING EXCURSIONS.

There will be fifteen returning excursions under personal escort over four different routes. In all cases the tickets will be good for use independently on the several routes, the holders being entitled to first-class accommodations on any train.

The dates of return from Los Angeles by Route A (the Santa Fe line) are as follows: —

LEAVE LOS ANGELES AND THE RAYMOND.	ARRIVE IN BOSTON.
THURSDAY, Dec. 5, 1889. Returning Excursion No. 1.	FRIDAY, Dec. 13, 1889.
THURSDAY, March 20, 1890. Returning Excursion No. 4.	FRIDAY, March 28, 1890.
THURSDAY, April 17, 1890. Returning Excursion No. 9.	FRIDAY, April 25, 1890.

The dates of return from San Francisco by Route B (Southern Pacific Company's line to Ogden, and thence eastward by the Union Pacific Railroad) are as follows: —

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
MONDAY, April 21. Returning Excursion No. 10.	SATURDAY, April 26.
MONDAY, May 19. Returning Excursion No. 12.	SATURDAY, May 24.

There will be eight dates of return by Route D (Southern Pacific Company's line to Ogden, and thence eastward by the Denver & Rio Grande line), as follows: —

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
WEDNESDAY, Feb. 19. Returning Excursion No. 2.	FRIDAY, March 7.
WEDNESDAY, March 12. Returning Excursion No. 3.	FRIDAY, March 28.
WEDNESDAY, March 26. Returning Excursion No. 5.	FRIDAY, April 11.
WEDNESDAY, April 9. Returning Excursion No. 6.	FRIDAY, April 25.
WEDNESDAY, April 16. Returning Excursion No. 8.	FRIDAY, May 2.
WEDNESDAY, April 30. Returning Excursion No. 11.	FRIDAY, May 16.
WEDNESDAY, May 21. Returning Excursion No. 13.	FRIDAY, June 6.
WEDNESDAY, June 11. Returning Excursion No. 15.	FRIDAY, June 27.

There are two dates of return from San Francisco over Route E (Southern Pacific Company's Mount Shasta line to Portland, and thence over the Northern Pacific Railroad), as follows:—

LEAVE SAN FRANCISCO.	ARRIVE IN BOSTON.
THURSDAY, April 10. Returning Excursion No. 7.	FRIDAY, May 2.
THURSDAY, June 5. Returning Excursion No. 14.	FRIDAY, June 27.

PRICE OF TICKETS.

In the following list of prices, all traveling expenses are included, viz.: Railway passage and a double sleeping-car berth (half a section) to and from California; incidental meals; board at hotels when the same is necessitated in the stops by the way; transfers; side trips to Riverside, San Diego, Santa Monica, Santa Barbara, San Rafael, Santa Cruz, San Jose, the summit of Mount Hamilton, and all other points mentioned in the different itineraries, and three days' board after arrival in California.

Outward by Route A — Santa Fe Line.

LEAVING BOSTON, NOV. 14 AND DEC. 12, 1889, AND JAN. 9 AND 30, FEB. 13, AND MARCH 6 AND 20, 1890.

	Adults.	Children under 12.
Returning by Route A	$285.00	$202.00
" " " B or D	325.00	204.50
" " " E	385.00	260.50

When no separate sleeping-car accommodations are required on the broad-gauge lines, the rates for children's tickets will be as follows: Returning by Route A, $155; Routes B or D, $165; Route E, $205. All children's tickets returning by Route D include a separate sleeping-car berth on the narrow-gauge lines.

Outward by Route C — Southern Pacific Co.'s Line, via New Orleans.

LEAVING BOSTON JAN. 6 AND MARCH 10, 1890.

	Adults.	Children under 12.
Returning by Route A	$330.00	$219.00
" " " B or D	370.00	241.50
" " " E	420.00	283.50

When no separate sleeping-car accommodations are required on the broad-gauge lines, the rates for children's tickets will be as follows: Returning by Route A, $170; Routes B or D, $200; Route E, $230.

Outward by Route C — Southern Pacific Co.'s Line, via New Orleans.

LEAVING BOSTON FEB. 10, 1890.

	Adults.	Children under 12.
Returning by Route A	$345.00	$234.00
" " " B or D	385.00	256.50
" " " E	435.00	298.50

NOTE REGARDING CHILDREN'S TICKETS. — When no separate sleeping-car accommodations are required on the broad-gauge lines, the rates for children's tickets will be as follows: Returning by Route A, $185; Routes B or D, $215; Route E, $245.

NOTE REGARDING ROUTE E. — In connection with Returning Excursion No. 14, there will be a side trip of a week, under special escort, through the Yellowstone National Park. The cost of this trip will be $56.00.

W. RAYMOND.
I. A. WHITCOMB.

A full descriptive circular, tickets, and all required information can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

TWO GRAND TOURS

THROUGH THE

SOUTHERN STATES, MEXICO, AND CALIFORNIA,

With visits to the Mammoth Cave of Kentucky and the principal cities of the South; an extended Round of Travel through Mexico, with sojourns at its chief cities and places of historic and picturesque interest, including ten days in the City of Mexico; and a subsequent trip through the most delightful regions of the Pacific Coast, and homeward through Utah, Colorado, etc.

A GRAND EXCURSION OF EIGHTY-TWO DAYS.

Dates of leaving Boston, Monday, January 6, and Monday, February 10.

ARRANGEMENTS have been made for two grand excursions through the Southern States, Mexico, and California, each of which will extend over a period of eighty-two days. The dates of departure from Boston are Monday, January 6, and Monday, February 10, and the round of travel will include Cincinnati, the Mammoth Cave of Kentucky, Louisville, Ky., Nashville, Tenn., Montgomery, Ala., New Orleans, Houston, Galveston, San Antonio, El Paso, and other southern points. Twenty-six days will be passed in Mexico, with visits to Zacatecas, Aguascalientes, Leon, Silao, Guanajuato, Querétaro, the City of Mexico, Toluca, Orizaba, Cordoba, the Falls of Atoyac, Puebla, the Pyramids of Cholula, Tlaxcala, the interesting city of Guadalajara (to which railway communication has recently been opened), Chihuahua, and the City of Juarez (formerly Paso del Norte). On returning from Mexico the parties will visit the Pacific Coast and travel through its most interesting and picturesque sections. In the course of this part of the trip there will be sojourns at Riverside, San Diego, Los

Angeles, Santa Monica, Pasadena, Santa Barbara, San Rafael, Santa Cruz, San Jose, San Francisco, etc. Leaving San Francisco Wednesday, March 12, and Wednesday, April 16, the parties will journey eastward *via* the Southern Pacific Company's Ogden line to Ogden, and thence over the Denver & Rio Grande Railway through the most picturesque cañons, gorges, and passes of the Wahsatch range and the Rocky Mountains. Visits will be paid to Salt Lake City, Manitou Springs, and Denver, and from the latter city an interesting trip will be made over a mountain division of the Union Pacific Railway to Idaho Springs, Georgetown, and Silver Plume. The dates of returning to Boston are Friday, March 28, and Friday, May 2.

The sojourn in California can be prolonged at the pleasure of the ticket-holder; and hotel coupons, which supply board at the leading Pacific Coast resorts at reduced rates, may be had for the extra time if desired. The tickets are good for returning independently on any train.

PRICES OF TICKETS.

For the regular tour (January 6 to March 28, or February 10 to May 2), all traveling expenses included, $700.

For the tour through the South, Mexico, and California, then returning *via* Oregon, Washington Territory, Puget Sound, and eastward over the Northern Pacific Railroad, all traveling expenses included $760.

For the same tour, with the addition of an excursion of one week through the Yellowstone National Park, all traveling expenses included, $816.

W. RAYMOND.
I. A. WHITCOMB.

Descriptive circulars, tickets, and all required information regarding the Mexican excursion can be obtained of

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

A GRAND TOUR OF 47 DAYS

—THROUGH THE—

SOUTHERN STATES AND MEXICO.

Date of leaving Boston, Monday, March 10.

Price of Tickets (all traveling expenses Included), - - $475.00.

IN addition to the two excursions through the Southern States, Mexico, and California, there will be one tour over the same route through the South and Mexico, with a return direct, without the added journey to the Pacific Coast. The date of departure will be Monday, March 10, and the itinerary of travel will be the same up to the arrival at El Paso, from which point the party will return over the Atchison, Topeka & Santa Fe Railroad to Kansas City, thence by the Chicago, Rock Island & Pacific Railway to Blue Island Junction (or Chicago), and over the Chicago & Grand Trunk, the Great Western Division of the Grand Trunk, the West Shore and the Fitchburg lines from that point to Boston. The entire round will consume forty-seven days.

For tickets, full descriptive circulars, and all other information regarding the Mexico excursions, address

W. RAYMOND, 296 WASHINGTON ST. (OPPOSITE SCHOOL ST.), BOSTON, MASS.

NEW YORK OFFICE,
No. 257 BROADWAY,
RAYMOND & WHITCOMB.

PHILADELPHIA OFFICE,
111 SOUTH NINTH STREET, under Continental Hotel,
RAYMOND & WHITCOMB.

London Office, 142 Strand, W. C.
HENRY GAZE & SON,
European Agents for Raymond's American Excursions.

THE RAYMOND,

At East Pasadena, California, eight miles from Los Angeles.